EXAMINER'S COPY.

Supreme Court of the United States

OCTOBER TERM, 1903

No. 463

CONNECTICUT RAILWAY AND LIGHTING COMPANY, PETITIONER,

vs.

EDWARD S. PALMER, JAMES LEE LOOMIS AND HENRY B. SAWYER, AS TRUSTEES, ETC.

PETITION FOR WRIT OF CERTIORARI TO THE UNITED STATES CIRCUIT COURT OF APPEALS FOR THE SECOND CIRCUIT

PETITION FOR CERTIORARI FILED MAY 23, 1903.

CERTIORARI GRANTED OCTOBER 19, 1903.

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Exhibit 1.

1849

IN THE

DISTRICT COURT OF THE UNITED STATES

FOR THE DISTRICT OF CONNECTICUT

IN PROCEEDINGS FOR THE REORGANIZATION OF A RAILROAD

IN THE MATTER OF THE NEW YORK, NEW HAVEN AND HARTFORD RAILROAD COMPANY, Debtor.	No. 16562

1850

IN THE

DISTRICT COURT OF THE UNITED STATES

FOR THE DISTRICT OF CONNECTICUT

1851

IN PROCEEDINGS FOR THE REORGANIZATION OF A CORPORATION

IN THE MATTER OF THE CONNECTICUT COMPANY, Debtor.	No. 16587

Exhibit 1.

Stipulation on Proofs of Claim of Connecticut Railway and Lighting Company Against The Connecticut Company and The New York, New Haven and Hartford Railroad Company

1852 IT IS HEREBY STIPULATED AND AGREED by and between the attorneys for the Trustees of the property of The New York, New Haven and Hartford Railroad Company, for The Connecticut Company and for Connecticut Railway and Lighting Com-
1853 pany, that the facts stated below may be proved in connection with the proofs of claim of Connecticut Railway and Lighting Company against The New York, New Haven and Hartford Railroad Company and against The Connecticut Company by introduction of this stipulation in evidence in the reorganization proceedings of both, but all the parties hereto reserve the right to object to any item, fact or statement on the ground that the same is irrelevant or immaterial or incompetent (except as to form of proof).

1854 (1) The printed copies of leases, agreements, schedules and documents attached to the proofs of claim of Connecticut Railway and Lighting Company, marked and hereinafter referred to as Exhibit "A" and filed with said proofs of claim, and the typewritten copies of the five partition agreements, the twenty-five abandonment agreements and the consent of July 22, 1927, referred to in paragraph 5 of the claimant's proofs of claim, are true copies of the originals thereof, and the stated parties thereto duly executed the

same, and the same were executed and duly de- 1855
livered upon the dates set forth therein.

(2) After December 19, 1906, The New York, New Haven and Hartford Railroad Company, a corporation which was not a party to the lease contained in said Exhibit "A" dated December 19, 1906, but by agreement appended thereto became guarantor thereof, merged on or about May 31, 1907, with The Consolidated Railway Company, which was the tenant under said lease and the corporation resulting from the merger was, after the date thereof, known as The New York, 1856
New Haven and Hartford Railroad Company, and is the same corporation which, under that name, executed leases and agreements subsequent to May 31, 1907, copies of which are contained in Exhibit "A" and is the same corporation now being reorganized in proceedings before this Court.

(3) Three-fourths of the amount of stipulated rental for the property covered by the said lease dated December 19, 1906, for the year 1935 amounted to $1,049,563.50.

(4) On October 23, 1935, and October 31, 1935, 1857
The Connecticut Company was in possession of the property as changed, altered or extended or the proceeds thereof which was demised and sublet to it by The New York, New Haven and Hartford Railroad Company by agreement dated February 28, 1910, contained in Exhibit "A", and The Connecticut Company continued in possession of said property until November 16, 1936, on which date some or all of said property was con-

1858 veyed or transferred to Connecticut Railway and Lighting Company. During the period October 23, 1935, to November 16, 1936, no rent or compensation for use and occupation was paid by The Connecticut Company or by any one else on account of said property, nor has any rent or compensation for use and occupation thereof been paid to Connecticut Railway and Lighting Company by any one for such period at any time, except as shown in paragraph 2 of "Report to the Court of Avails from operation of property of Connecticut Railway and Lighting Company from October 23, 1935 to November 15, 1936 inclusive",
1859 filed herein on May 14, 1937.

(5-A) Three-fourths of the amount of stipulated rental under the said lease dated December 19, 1906, accrued and unpaid on October 23, 1935, amounts to $281,900.88, no part of which has been paid.

(5-B) Three-fourths of the amount of stipulated rental under the said lease dated December 19, 1906, accrued and unpaid on October 31, 1935, amounts to $304,472.13, no part of
1860 which has been paid.

(6) During the year November 1, 1935 to October 31, 1936, The Connecticut Company operated the demised street railway properties belonging to Connecticut Railway and Lighting Company referred to in the agreement dated February 28, 1910, between The New York, New Haven and Hartford Railroad Company and The Connecticut Company, and earned thereon a net income

amounting to $183,911.34, after depreciation accruals in the aggregate amount of $179,089.59 and tax accruals in the aggregate amount of $147,981.92. 1861

(7) The premiums for fire insurance on the said demised street railway properties for the year November 1, 1935, to October 31, 1936, deducted in arriving at the aforesaid figure of $183,911.34 were as follows:

	Average Coverage	Annual Cost
Automobiles	$ 10,100.	$ 18.62
Automobile buses	465,020.	465.02
All property except buses and automobiles	2,582,805.	2,347.51
		$2,831.15

1862

(8) Three-fourths of the contents of the sinking fund referred to in the lease of December 19, 1906 (see pp. 20, 21 of Exhibit "A") amounted on October 23, 1935 to $3,369,750. par value bonds of Connecticut Railway and Lighting Company, and cash $125,755.96.

(9) The following portions of the record in the reorganization proceedings of The New York, New Haven and Hartford Railroad Company and of The Connecticut Company are incorporated herein by reference: 1863

New Haven proceedings

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Exhibit 1.

1864

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The Connecticut Company proceedings

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Transcript of stenographer's minutes of hearing of May 14, 1936.

Dated: June 23, 1937.

H. J. WELLS,
Attorney for the Trustees of the Property of The New York, New Haven and Hartford Railroad Company.

JAMES GARFIELD,
Attorney for The Connecticut Company.

EMMET, MARVIN & MARTIN
Attorneys for Connecticut Railway and Lighting Company.

1870

Exhibit 4

TAXES ACCRUED AND UNPAID BY THE CONNECTICUT COMPANY

as at October 31 and October 23, 1935, under the ter
the lease agreement dated, December 19, 1906, an
the subleases and agreements relating thereto.

			Oct. 31, 1935	Oct.
1871	Three-fourths (¾) of the fourth instalment of the Federal income tax payable by Connecticut Railway and Lighting Company for the calendar year 1934, due December 15, 1935.....		$ 24,739.14	$ 2
	Three-fourths (¾) of the additional assessment of Federal income tax for the year 1934 and interest thereon:			
	¾ of $78.90, additional tax.....	$58.65		
	¾ of $ 4.28, interest thereon	3.21		
			61.86	
	Three-fourths (¾) of the Federal income tax payable at the source on bond interest accrued at October 31, 1935, ¾ of $4,077.....		3,057.75	3
			27,858.75	27
1872	Three-fourths (¾) of the Federal income tax for the year 1935 based upon the taxable income as shown in the Federal income tax return filed for the year 1935, increased by rentals accrued as at October 31, 1935, and/or October 23, 1935, not paid by The Connecticut Company, namely, increased by $304,472.13 and/or $281,900.88, respectively, as set forth in the stipulation agreement		81,045.45	78
			$108,904.20	$106

Exhibit 5

1878

TAXES ACCRUED AND UNPAID BY THE CONNECTICUT COMPANY

for the period from October 31 to December 17, 1935, under the terms of the lease agreement dated, December 19, 1906, and the subleases and agreements relating thereto

Three-fourths of the estimated Federal income tax for the period from January 1 to December 17, 1935, based upon the Federal income tax return filed by Connecticut Railway and Lighting Company increased by rentals accrued at December 17, 1935, not paid by The Connecticut Company	$96 179.24	1874
Less estimated Federal income tax accrued as at October 31, 1935, but not paid by The Connecticut Company	81 045.45	
	15 133.79	1875
Three-fourths (¾) of the Federal income tax on bondholders' interest, payable at the source, as reported for the period from October 31 to December 17, 1935, ¾ of $1.80	1.35	
	$15 135.14	

1876 **Exhibit 6**

TAXES ACCRUED AND UNPAID BY THE CONNECTICUT COMPANY

for the period from December 17, 1935, to November 16, 1936, under the terms of the lease agreement dated December 19, 1906, and the subleases and agreements relating thereto

1877	Three-fourths (¾) of the estimated Federal income tax for the calendar year 1935, based upon the return filed by Connecticut Railway and Lighting Company, increased by rentals accrued to December 31, 1935, but not paid by The Connecticut Company	$100 593.37	
	Less estimated tax accrued as at December 17, 1935, but unpaid.	96 179.24	
			4 414.13
1878	Three-fourths (¾) of the estimated Federal income tax accrued and unpaid for the ten and one-half months ended November 15, 1936, based upon the estimated adjusted Federal income tax for the calendar year 1935, which includes rentals accrued but not paid by The Connecticut Company for that period		88 019.19
	(10½ months equals ⅞ of a year. ⅞ of $100,593.37, the estimated adjusted tax payable by The Connecticut Company for the calendar year 1935, is $88,019.19)		
	Forward		$92 433.32

Exhibit 6.

TAXES ACCRUED AND UNPAID BY THE CONNECTICUT COMPANY

for the period from December 17, 1935, to November 16, 1936, under the terms of the lease agreement dated December 19, 1906, and the subleases and agreements relating thereto, continued

Forward	$92 433.32	
Three-fourths (¾) of Federal income tax on bondholders' interest payable at the source, accrued as at November 16, 1936, based upon the return filed by Connecticut Railway and Lighting Company for the calendar year 1936 (¾ of $3,670.65)	2 752.99	1880
Portion of Federal capital stock tax of Connecticut Railway and Lighting Company for the year beginning July 1, 1936, based upon the declared value of the capital stock for the purposes of this tax, prorated for four and one-half months to November 16, 1936 (4½ months equals ⅜ of a year. ⅜ of $1,000 tax payable is $375)	375.00	1881
	$95 561.31	

1884 1883 1882

Exhibit 7

Statement of amounts payable as rentals by The Connecticut Company under the terms of the lease agreement dated December 19, 1906, and subsequent agreements applicable thereto, the stipulated rentals accrued and unpaid at October 31, 1935, the stipulated rentals accrued and unpaid at October 23, 1935, the rentals accrued and unpaid during the period from October 31 to December 17, 1935, and the rentals accrued and unpaid from December 17, 1935, to November 16, 1936

	Annual Rentals Payable	Stipulated annual rentals payable by The Connecticut Company	Stipulated rentals accrued and unpaid by The Connecticut Company		Rentals accrued and unpaid by The Connecticut Company subsequent to October 31, 1935	
			As at October 31, 1935	As at October 23, 1935	For the period from October 31, to December 17, 1935	For the period from December 17, 1935 to November 16, 1936
Amounts representing the annual interest on bonds outstanding as follows:						
Connecticut Railway and Lighting Company First and Refunding 4½ per cent bonds $13,257,000 at 4½ per cent per annum..	$596,565.00					
Connecticut Lighting and Power Company First Mortgage 5 per cent bonds $209,000 at 5 per cent per annum	10,450.00					
	$ 607,015.00	$ 455,261.25	$151,753.75	$141,963.1[illegible]	$ 58,743.39	$415,487.09
Annual sinking fund payments required to be made to retir the Connecticut Railway and Lighting Company First and Refunding Mortgage 4½ per cent bonds ½ per cent of $13,257,000, bonds issued.....	66,285.00	49,713.75	16,571.25	15,502.14	6,414.67	45,370.47
Annual amounts payable as cash rentals under the provisions of the lease agreements and						

628

April 8, 1937

Mr. Walter Starr, Vice President

Dear Sir:

In accordance with your request I made a careful and detailed examination of the trolley passenger equipment returned by the Connecticut Company to the Connecticut Railway and Lighting Company. In making this examination I was assisted by S. L. Price, Superintendent of Equipment for Delaware Electric Power Company and by E. T. Grier, my Assistant, both of Wilmington, Delaware.

PURPOSE OF EXAMINATION

The instructions I had from you was to ascertain the amount of depreciation on each vehicle.

I was also instructed by Mr. Cooper to ascertain the amount it would be necessary to expend to place the equipment in reasonably good operating condition.

While nothing was said to me by either you or Mr. Cooper with regard to locations, I have given this question consideration and am including my conclusions in the report.

POINTS OF LOCATION

Passenger car service equipment is located in Bridgeport, Waterbury, Derby and New Britain. Because of the detailed data which it was necessary to obtain to arrive at reasonable conclusions, I deem it advisable, for the purpose of convenience, to submit a report for each location. These reports when finished will be consolidated in one brief report.

DESCRIPTION

A street car, like most other things, when finished and ready to operate is an assembled unit. While the practice of the purchaser is to order a car complete from a car manufacturing company, the car builder builds the body only.

He purchases the various electrical and mechanical devices necessary to produce a completed car from the several manufacturers of these parts. Prices of cars and these parts have fluctuated substantially between 1920 and 1930 which was the years in which almost all cars on your property were built. The reason for the fluctuation is given in this period is so obvious that no comment is necessary. In order to arrive at a reasonable depreciation it was necessary for me to approximate the price of each of the cars that was bought parts which go into the making of a completed car, at the time the car was purchased, and then combine each part on each car with a view of determining the amount of depreciation on each part. If a part having originally cost was found to be half worn out at the time of my examination the depreciation on this particular part is of course taken at 50% or 50%. This practice was followed throughout in this report. Where new parts were required, their cost was added to the depreciation on the balance of the car.

THE PARTS REQUIRED TO PLACE EQUIPMENT IN REASONABLY GOOD OPERATING CONDITION.

All engagements were made complied with a view of determining what new replacements should be provided to place them in reasonably good operating condition. The cost of replacing such parts on each car is based on today's labor and material cost. The report shows each material as it required and the cost.

DEPRECIATION

Complete obsolescence as applied to a passenger street railway car might well be described as failure: When the age, appearance, performance (meaning acceleration, braking, speed, noise and comfort) has reached such a point that the car is no longer attractive to the riding public. It is difficult to state just where obsolescence begins but as a general rule it begins as newer units of transportation come into use and as these new units become generally

Exhibit 8.

and the cities have gradually lost their advantageousness to the riding public who naturally drift away from these old vehicles to the newer and more comfortable type of transportation. A details of that obsolescence cannot may be briefly described as follows - A house may have a good roof and good side walls, can be entirely waterproof and weatherproof, but due to the length of life and the fact that more modern designs that are manufactured annex will rent the house which has become entirely obsolete. Many examples of this will be found in country districts particularly and also in built up communities. It is a hard matter to place an exact obsolescence value on a street car because of the difficulty in distinguishing between obsolete economic values and where the right ride if the vehicle was attractive and made contrasts to commodity goods. In a general way, however, I believe it to probably fair to assume that the ordinary life of a street car constructed since 1920, if reasonably well maintained, is thirty years, and that it becomes obsolete year by year until at the end of thirty years it probably has no scrapvalue value as a carrier excepting for home economic riding. In my judgment the obsolescence value of a street car built since 1920 may be reasonably stated to be in proportion to the price originally paid up against its length of service and life expectancy up to thirty years. To illustrate, if a car cost $8,000 and had operated for twenty years and was well maintained during that time it is reasonable to believe that its value at the end of twenty years is equivalent of its original cost or $8,000.

With respect to obsolescence on service equipment: Service equipment is used for an entirely different purpose than passenger cars. These cars are often changed over to other classifications of their equipment. I do not believe [illegible] that obsolescence has an important effect upon them.

of such equipment is, in my judgment, not by the manner in which it has been maintained.

Prices

The original prices contained in this report applicable to each class of car are of current appointments and according to my best judgment and classification of the prevailing prices at the time cars were purchased. While these prices may not be absolutely correct they afford a base upon which reasonable judgment may be formed. This report includes Schedules 1-A, 1-B, 1-C and 1-D, which schedules show the approximate value of the various items which go into the makeup of the various type of completed car.

Skin Depth

This report covers my inspection in Bridgeport. At this point I examined 30 passenger cars and 10 service cars. In general the cars were reasonably well maintained. All cars have been equipped with devices and fittings to make them suitable for one-man operation.

[illegible] Classification

Cars built in 1907 and 1911 - There are 14 cars in this series, their numbers being in the 1232, 1240, 1300, 1302 and 1340 class. These cars are of the heavy double truck type with longitudinal seats. The body is all wood. Certain minor improvements have been made to a few of these cars in an endeavor to partly modernize them. I [illegible] these cars entirely obsolete as transportation units.

Cars built in 1909 - There are 24 cars in this series, their numbers being in the 1700 class. These cars are of the same general [illegible] as the 1907 class.

Cars built in 1910 - There are 26 cars in this series, their numbers being in the 1800 class. These cars are of the heavy four-motor double-truck semi-steel convertible type.

Cars built in 1912 - There are 8 cars in this series, their numbers being in the 1900 class. These cars are of the heavy four-motor double-truck semi-steel convertible type.

Summary:

This report discloses two original value, amount of depreciation, replacement and repair part requirements to be as follows:

(1) A Depreciated Basis:

Total original breakdown value of all equipment in Bridgeport. (Some estimated, some actual)	$ 440,892
Total depreciation and renewal parts required.	$ 140,000
Present Depreciated value	$ 300,892

(2) At Obsolescence Basis

Total depreciated value of all equipment in Bridgeport. (Some estimated, some actual)	$ 441,892 A
Total obsolescence value	$ 305,000
Present obsolescence value	$ 136,892
Amount required for new parts to place equipment in reasonably good operating condition.	$ 10,000

Respectfully submitted

P. J. Ridley

Exhibit 8.

Exhibit 8.

TOTAL RECAPITULATION FOR REINFORCED PASSENGER AND SERVICE CARS

Class Cars		Depreciation Basis			Obsolescence Basis			Cost of new parts to place car in reasonable condition
	Original Cost	Breakdown Cost	Depreciation	Present Value	Original Cost	Obsolescence	Obsolescence Value	
1300-1399 1400-1899	$76,340	$85,854	684,651	$61,825	$76,340	$72,340	$8,000	$1,748
1700 Class	100,380	110,418	24,888	75,898	100,380	75,380	20,000	5,600
1800 Class	100,800	100,728	24,818	88,910	100,800	66,800	28,000	5,041
1850 Class	90,996	91,888	29,892	62,000	90,996	76,000	24,996	618
Service Cars	84,078	84,078	30,606	48,472	84,078	30,606	43,472	*3,200
Total	$441,041	$462,880	$165,854	$296,014	$441,041	$374,886	$124,468	$16,994

*3 Sand Cars almost worn out.

Exhibit 8.

[illegible]

Car Nos.	[illegible]	Type Body	Type Truck	Motors	Original	Weight	Original's Price Motors	Reproduction Cost	Depr.	Present Value	Obsolescence Value
1304	Coupe-Combination	1910	D. T. Closed	Standard G-E-80	G. E. 80 (4)	1-6	64,700	$ 5,000.	$ 2,048	$ 1,000.	$ 2,952.	$ 200.
1307	" "	1910	" " "	" "	" "	"	64,700	5,000.	2,048.	1,000.	2,952.	200.
1309	" "	1910	" " "	" "	" "	"	64,700	5,000.	2,048.	1,700.	2,948.	200.
1306	" "	1910	" " "	" "	" "	1300-0	64,700	5,448.	2,048.	1,000.	3,400.	200.
1308	" "	1910	" " "	" "	" "	"	64,700	5,448.	2,048.	1,000.	3,448.	200.
1307	" "	1910	" " "	" "	" "	"	64,700	5,448.	2,048.	1,052.	3,396.	200.
1479	" "	1911	" " "	" "	" "	"	67,200	5,200.	2,048.	1,010.	3,190.	200.
1487	" "	1911	" " "	" "	" "	"	67,200	5,200.	2,048.	1,083.	3,117.	200.
1488	" "	1911	" " "	" "	" "	"	67,200	5,079.	2,048.	1,081.	2,998.	200.
1496	" "	1911	" " "	" "	Westc.121-B	"	67,200	5,078.	2,051.	1,021.	3,000.	200.
1496	" "	1911	" " "	" "	" "	"	67,200	5,078.	2,051.	1,071.	2,950.	200.
1498	" "	1911	" " "	" "	" "	"	67,200	5,078.	2,051.	1,030.	2,948.	200.
1499	" "	1911	" " "	" "	" "	"	67,200	5,078.	2,051.	1,030.	2,998.	200.
1501	" "	1911	" " "	" "	G. E.-80	"	67,200	5,200.	2,048.	1,750.	3,400.	200.
TOTAL	14 CARS							$70,200.	$70,000.	$84,021.	$61,000.	$2800.

Exhibit 8.

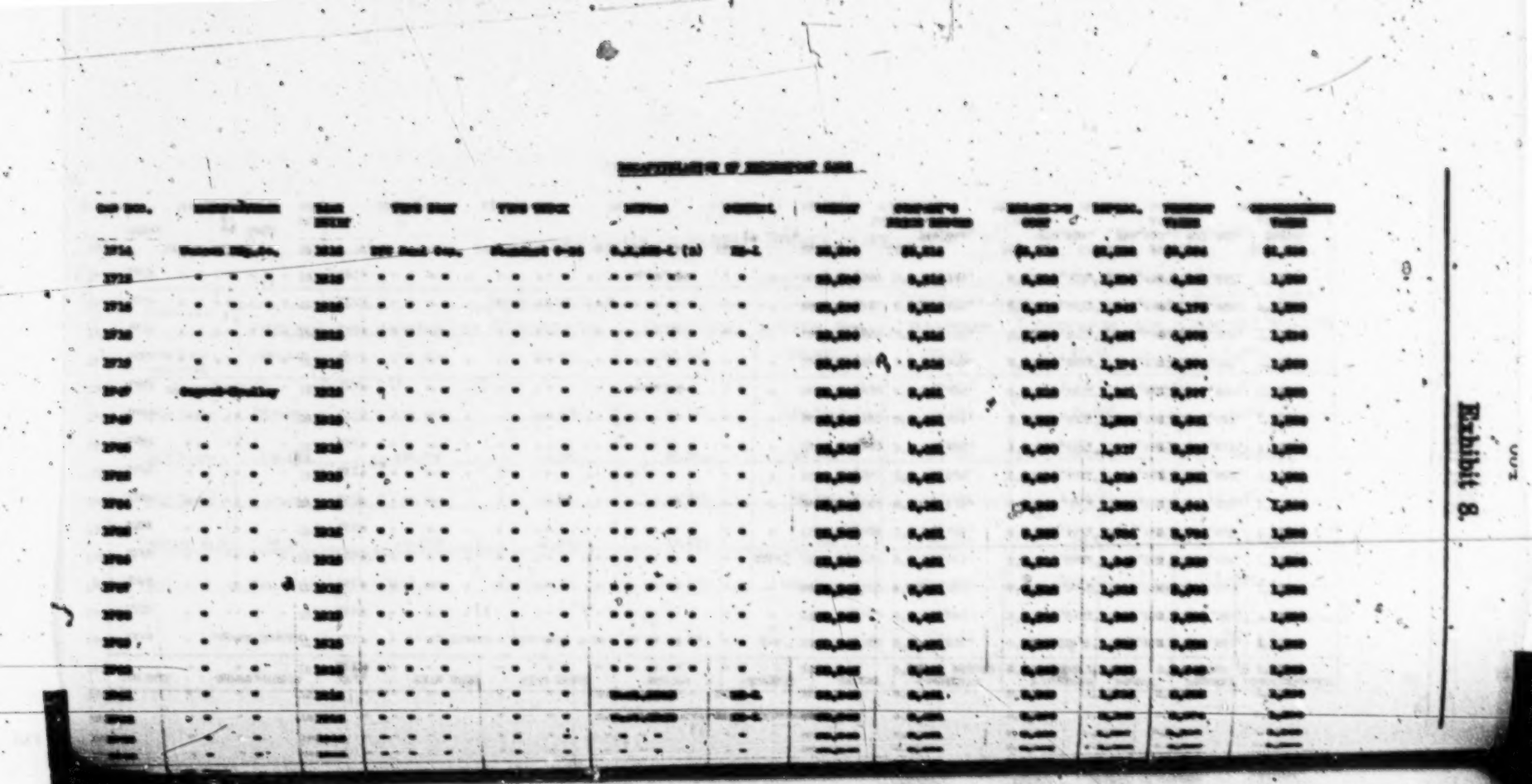


Exhibit 8.

[illegible]

[illegible]												
[illegible]												
[illegible]												
[illegible]												

[illegible] OF ORIGINAL COST APPLICABLE TO C-3 S.N. [illegible]

CAR BODY - INTERIOR	**ALL 6 TYPES**
Trolley Hooks	8 @ 62¢ each
Trolley Ropes	2 @ $1.25 each
Trolley Pole	2 @ 35¢ each
Trolley Base	2 @ 35¢ each
Trolley Head Boards, Installed	$2.50 - Labor 1½, Labor 75¢
Roof and Canvas	$160. 2" lumber @ 5¢ lb. 132. 2 Bands $5. 10 yds. canvas @ $1.50 per yd. $15. Labor 8. Total $320.
Ventilators Sash	$1.25 ventilator glass - 10 to car
Letter Board	100' 6" Board $3. Labor $1. 2 $4.
Water Bail	60' Lumber $1. Labor $2. @ $7.
Ports - Body	$6. Installed 12 to car $72.
Ports - Corner Body	$5. each Installed 4 to car $24.
Ports - Vestibule Console	$7.50 each Installed 4 to car $30.
Ports- Vestibule Cupboa	$4. each Installed 4 to car $16.
Sash - Upper	$1.50 each for 30 and 32. Labor $15.
Sash - Lower	$6. each Installed 30 @ $6. @ $4.
Sash - Vestibule	$4. each Installed for 4 @ $16.
Ball Bail	Lumber $10. each, also $80. Labor $5.
Mike Moulding	360 - 2" pcs. @ 8¢/ each $30. Labor $7.
Vestibule Moulding	360 - 1" pcs. @ 4¢/ each $27. Labor $3.
Doors	4 - 2 vestibule Doors $80. Labor $10.
Undercoating	Lumber $75. Two coats and resin $40. Labor $60.
Hinge	$7. per car
Headlight	$25. per car
Fenders	$20. per end $40. per car.
Trolley Retainers	$10. per car
Roof Steps	3 steps and a grab $2.
Grab Handles	Fastings $1. Handle 30¢ - 8 to a car $12. 4 to a car $5.
Destination Signs	$100
Painting	Lumber $140 @ .03¢ per $40. Labor $6.
Other Undercoats	$20. - 2 to a car
Body Varnish	$40. - 2 to a car
Body Lacquer	
CAR BODY - EXTERIOR	
[illegible]	[illegible]

CAR BODY - INTERIOR CONT'D	**ALL DETAILS**
Interior Trim	$35.
Floors	24 Sash each 12¢/ each $3. 24 top sash @ 8¢/ each $5. 20 lower sash @ 12¢/ each $7. 2 Vestibule @ 30¢/ $1. Total $80. Installed.
[illegible]	
Frame Work	Rubber $2/ seat $2/ Back @ 12¢/ Foot $16. Springs, Frame work, and Filling $50.Installed. Total $100. Frame work seat racks on $50.
[illegible]	
Seating	
Rubber Covering	$16. per seat
Upholstery	Per seat $1.50. Springs, Frame work, and filling $1.25 Labor $0.50 - 7' @ 12 ¢ $4. per car
Lumber	
Tongue & Grooved	$16. per/pcs
Sheet	$5¢. per car
Picture Rails	$50. per car
Seat Insuls	$4.75 each or $5. per car
Side Moulding - Aprons	$30. per car
Floor Body - Wood	$30. - $40 Lumber @ $80. per M. Labor $10.
Floor Body - Covering	
Floor Platform - Wood	$2¢ Lumber @ $85. Labor $1.50 Total $14.
Floor Platform - Covering	
Side Curtains	$2 on cars $5. each, Installed $1.50 each Including runners + $80. per car
Runners	$40 per car
Door Mechanism	$800. $175 for 2 Gears and $85. for Labor Installing.
Transoms	$2. each
Hinge	$7. each Installed 2 to a car
Threshold Plate	$3.50 each Installed 2 to a car
Register	$40.
Miscellaneous Hardware	$75.
CAR HEATER	
Heater Stoves	$50.00 each 2 to a car
Pipes	$50. 2 stove thermostat cost & heater hose, to [illegible] 2 $5¢ Elbows, 2 $5¢ [illegible]
Valve - Gasoline	
Valve - Water	

CAR EQUIPMENT	**ALL DETAILS**
Journal Boxes	$2. - 4 to a car @ $2. each Installed
Journal Bearings	$2. - 4 to a car @ $2. each
Springs - Elliptic	$20. - ½ to a car $40. each Installed
Springs - Coil	$5. - 4 to a car $20 each
Truck Retainer	$10. - 2 to a car
Brake Rigging	$35. Also hooks, castings, rods, levers, and hangers.
Shoe Adjusters	
Turnbuckles	$12. - 2 to a car @ $6. each
Bars	
Brake Shoes	$1. - 4 @ 25¢ each
Hand Brake Staff & Rigging	$30. - 2 to a car @ $15. each
ELECTRIC EQUIPMENT	
Lightning Arrester	$5. - 1 Westinghouse Cutout and Fuse - located on roof or under seat.
Switches	$3.75 - All Switches. Box head, two light, one air switch.
Switches D.T. 1A	$15. - $3.75 each for 4.
Controllers K 6	$300. - 2 to a car $150 each
Controllers K 35	$300. - 2 to a car $150 each
Circuit Breakers C.B. 12	$30. - 2 to a car $15. each.
Rheostats - 3 Box	$50. - $16. per box K 3 = $48. Labor $2.
Motors G.E. 80 Armatures	$400. - Shaft, Coils, Laminations and Insulation.
Fields	$288. - ½ pc each shell $50. per motor or $4. per Field.
Brushholders	$42. - 2 to each motor - 8 to a car $6. each
Commutators	$120. - ½ to a car @ $50. each
Armature Bearings	$16. - 2 to a car @ $2. each
Axle Bearing Motor	$8. - 1 to a car @ $2. each 16 pcs.
Gears	$150. - ½ to a car @ $25. each
Pinions	$2. - ½ to a car @ $6. each
Gang Cases	$6. - ½ to a car @ $15. each
Motor Cases	$100. - ½ to a car @ $75. ea
Cables	$120. - Motor cables running from motors to rheostats, controller, to trolley base.
Car Wiring	$50. - Includes wiring for light, heat, heater and air.
AIR EQUIPMENT	
Gauges	$3. - 2 on a car @ $1.50 each
Engineer Valves and Handle	$50. - 2 Valves and one Handle

AIR EQUIPMENT CONT'D	**ALL DETAILS**
Governor	$25. - 1 on a car
Piping	$20. - Air Pipe and Fitting for Valves
Signal Cord [illegible]	$100. - $100 for Compressor $50 Labor
Safety Valves @ 2	$8. - 1 on a car
Feeder Valves	$8. - 2 on a car @ $4. each
Reservoirs	$3. - 2 on a car @ $1.50 each.
Air Tanks	$14. - Two tanks on a car
Brake Cylinder	$50. - One on a car.
Miscellaneous	$150.

Exhibit 8.

Exhibit 8.

Exhibit 8.

Exhibit 8.

(Continued)

CARS 1850, 1851, 1852, 1853.

ELECTRIC EQUIPMENT - Cont'd.

Armature Bearings	$44. - 8 @ $5.50 = $44.
Axle Bearings	$92. - 8 @ $4.50 = $36.
Gears	$180. - 4 @ $30. = $120.
Pinions	$80. - 4 @ $7.00 = $28.
Gear Cases	$80. - 4 @ $20. = $80.
Motor Cases	$360. - 4 @ $90. = $360.
Cables	$180. -

For 1013 Motors Schedule 1-A

Trolley Wheels	4 @ 3.00	8 @ 4.00	8 @ $2.50 each $2.00
Trolley Bolts	3.60	4.00	2 @ $2.00 each $3.00
Trolley Poles	14.00	16.67	2 @ $7.00 each $16.67
Trolley Base	30.00	40.33	2 @ $20. each $20.00
Trolley Base Reverse	4.00	6.00	Lumber $2. Labor $4.
Roof and Canvas	305.00	313.00	Lumber 1770'@ 6¢ $106. 2 Domes @ $25.* $150. Canvas 18 1/2yds.@$1.25 $23.00 Labor $60.
Vestibules - Steel	105.00	140.00	7 @ $15. each Installed $105.00
Letter Board	34.00	44.51	1½ Sh.Letter Board 3"Wood @ 12¢ $2.88. 20"Sh. Steel @ $10. Labor $16.
Body Posts	480.00	560.00	28 Semi-Steel Posts @ $15. Installed $420.
Body Corner Posts	80.00	106.67	4 Semi-steel @ $20. $80. Installed
Vestibule Corner Posts	60.00	80.00	4 Semi-steel @ $15. $60.
Vestibule Center Posts	44.00	64.00	4 Semi-steel @ $11. $44.
Sash Complete - S.C.	360.00	480.00	Sash, Metal & Wood 30 @ $12. $360.
Sash - Vestibule	29.00	38.67	6 @ $4. each $24. Labor $5.
Belt Rail-Steel	$50.00	66.67	$25. per side Installed. $50.
Side Sheathing	134.22	178.96	956'. @ 5 5/8# per Ft. = 523 lbs. per side 1046 lbs. @ 7¢ = $73.22 Painting $10. Staples $1. Labor $50.
Vestibule Sheathing	33.40	44.53	4½' x and 8.4lbs. @ 60 @ 7¢ = $4.20 per end. Two ends $8.40 Labor $25
Doors	150.00	200.00	4 Doors - 2 sections for each door .125. without glass. Labor $25.
Underframing	350.00	466.67	Steel Frame-Sheet Filler. Wood $50. Iron work $150. Labor $150.
Steps	80.00	86.67	4 Steps @ $5. $20.
Headlights	$10.00	$4.00	2 @ $9. each
Fenders	70.00	93.33	$35. each for 2
Trolley Catchers	18.00	$4.00	$9. each for 2
Roof grabs and Steps	2.25	3.00	3 @ 75¢ each
Painting	200.00	$66.67	
Floor - Underneath	46.44	48.19	996' @ 9¢ = $86.44 Labor $80.
Body Bolster Steel	60.00	80.00	2 @ $30. = $60.
Body Bumpers	50.00	66.67	$25. each for 2 = $50.

CAR PAINT - INSIDE — ADD 33 1/3%

Headlining - Agasote	65.00	86.67	5 Ceiling Panels $10. = $50. Labor $15.
Lights, Sockets, Globes and Shades	25.20	33.60	12 Sockets and Globes @ 60¢ $7.20. 12 Shades @ $1.50 $18.00

Destination Signs	2 @ $24.00	$32.00	Curtains $20. Door Sill, Sheave & Bracket $10. Lights, 4 Brackets $1.00. Glass & Rubber $2. Labor $20. Total $53.00 x 4 = $212.00
Hand Straps and Fittings	29.00	38.67	4h Straps @ 25¢ = $10. 4h Rubbers @ 25¢ = $10. Labor $8.
Interior Trim	200.00	$66.67	
Glass	94.60	126.13	30 Upper 16888 @ 2¢ $15. 30 Lower 22889 @ $1.50 $45. 6 Vest. 20838 @ $1.40 $9.40 Labor $25. Total $94.40
Glass for Doors	41.00	54.67	16 - 18824 @ $2.(more) $32. 4 - 16888 @ 2¢ $4. Labor $5. Total $36.
Seats - Longitudinal	42.30	56.40	Rattan 75¢ per ft.,springs, frame and filling $1.40 per ft. Installed. 18 ft. @ $2.35 $42.30
Frame Work	18.00	24.00	18 ft. @ $1. $18.
Cross Seats	222.30	$96.67	Seat Cushion Rattan 3'x 2½' Back Cushion Rattan 2'x 2½' 9' @ 75¢ $6.75. Springs, frame work and filling $1.35¢. Labor $12. Total $10.10 x 22 = $222.20.
Mechanism	440.00	586.67	$20 per cent x 22 = $440.
Heaters	200.00	266.67	Peter Smith $200. Installed
Hand Brake	38.00	48.67	4 @ $8. Installed
Side Sheathing	65.00	86.67	Same as Headlining.
Floor Body - Wood only	55.42	73.89	996' @ 1¢ = $35.42 Labor $20.
Floor Covering	10.12	24.14	Mattpure 45¢ yd. 16 1/2yds. $10.62. Labor and Glue $7.50.
Platform Wood	21.52	28.69	96 Ft. Lumber $11.52 Labor $10.
Platform Covering	9.94	13.25	10 2/3 yds. Mattpure @ 65¢ $6.94. Labor $3.
Side Curtains	198.00	264.00	30 Curtains @ $5. = $150. Installing Runways, etc. $1.60 ea. Total $198.
Buzzers	55.00	73.33	
Door Mechanism	200.00	266.67	$175. for 2 doors $25. for Installing
Stanchions	28.00	37.33	14 pcs ea @ $2.
Gongs	18.00	24.00	2 to a car
Windshield Wipers	7.00	9.33	$3.50 per end
Register	60.00	80.00	
Miscellaneous Hardware	150.00	200.00	

ESTIMATE APPLICABLE TO ORIGINAL COST OF CAR Nos. 3950, 3960, 3961, 3964, 3965, 3969. MIDDLEPORT.

643 TRUCKS - STANDARD 6-36-P.		Add 33 1/3%	
Center Plates	$ 40.00	$ 53.33	800 each for 2.= $40.
Frames	300.00	400.00	2 side fairings and 4 angle bars to each truck. 2 trucks $300?
Axles - Driving	140.00	186.67	$35. each for 4 = $140.
Wheels - Driving	280.00	373.33	267 @ $35. for 8 = $280.
Journal Boxes	104.00	138.67	8 @ $13. = $104.
Journal Bearings	24.00	32.00	8 @ $3. = $24.
Springs - Elliptic	60.00	80.00	4 @ $15. = $60.
Springs - Coil	8.00	10.67	8 @ $1. = $8.
Truck - Bolster	80.00	106.67	2 @ $40. = $80.
Brake Rigging	150.00	200.00	Shoe heads, castings, rods, 1 cross, and hangers.
Head Adjusters	24.00	32.00	2 on car @ $12. each. $24.
Brake Shoes	8.80	11.73	8 @ $1.10 = $8.80
Hand Brake Staff & Rigging	40.00	53.33	2 @ $20. = $40.
ELECTRIC EQUIPMENT			
Lightning Arrester	4.50	6.00	Westinghouse
Switches	27.00	36.00	6 - HB-66-w96 - $4.50 each $27. - 1 air, 1 heater, 2 lights, 1 cour control, 1 arc headlight
Controllers K 6--	360.00	480.00	2 @ $180. = $360.
Circuit Breaker	24.00	32.00	Must be Interborough - underneath
Line Breaker	95.00	126.67	Westinghouse 66A-B-17
Rheostats	81.00	108.00	3 Bones @ $27. = $81.
Motors - West. 3325			
Armatures	1000.00	1333.33	4 @ $250. = $1000.
Fields	660.00	853.33	16 Main @ $25. = $400. 16 Interpole $15. @ $260. Total $660.
Brushholders	44.00	85.33	8 @ $6.
Commutators	500.00	666.67	4 @ $50. = $200.
Armature Bearings	40.00	53.67	8 @ $5.50 = $44.00
Axle Bearings	80.00	106.67	8 @ $10. = $80.
Gears	200.00	266.67	4 @ $50. = $200.
Pinions	36.00	48.00	4 @ $9. = $36.
Gear Cases	148.00	197.33	4 @ $37. = $148.
Motor Cases	84.00	112.00	4 @ $21. = $84.
Cables	120.00	160.00	Motor cables removed from motors.

AIR EQUIPMENT		Add 33 1/3%	
Gauges	$ 6.00	$ 8.00	2 @ $3. = $6.
Engineer Valve and Handle	40.00	53.33	2 @ $20. = $40.
Governor	20.00	26.66	one 2-6
Piping	125.00	166.66	For air and 2-6 Safety Valve
Air Compressor	390.00	520.00	370 for compressor. Labor $20.
Emergency Valve	5.00	6.67	2-2 one per car
Sander Valves	5.50	7.33	2 on cars @ $2.75
Whistles	6.00	8.00	2 @ $3. = $6.
Air Tanks	45.00	60.00	2 @ $20. 1 auxiliary tank @ $5.
Brake Cylinder	25.00	33.33	1 @ $25.
Miscellaneous	250.00	333.33	
Total	$11,[illegible].71	$15,[illegible].95	

Truck Builder [illegible] @ $ 00

Motor Manufacturer [illegible]

No. of Motors 4 Type 50 H.P. 50

Controllers - No. 2 Type K-6

Air Equipment [illegible] Type 28-1B M.U.

Safety Appliances D-2 Pull Cord Emergency valve

Seating Capacity 40

Type Seats Longitudinal - Rattan

Weight of Car 46,380

GENERAL DIMENSIONS

Length over all including bumpers	41' - 1"
Length over vestibule sheathing	40' - 8"
Length of each platform over vestibule sheathing	4' - 9"
Length over body corner posts	30' - 10"
Length of Transverse seats	--
Length of wheel base of truck	4' - 8"
Width over bumpers	7' - 7"
Width over posts	8' - 4"
Width over drip rail (extreme)	8' - 8"
Height from rail to top of floor	30½"
Height from floor to top of window rost	32"
Height from rail to top of roof	11' - 0"
Height from rail to top of trolley boards	11' - 8½"
Post centres	34½"
Seat centres	--
Truck centres	19' - 7"
Gauge of truck	4' - 8½"
Diameter of wheels	34"
Height - Floor to Headlining	7' - 8"

Estimated Cost - January 1, 1914

Taken from Company card records

Cost - Body	-	$ 8,500
" Trucks	-	870
" Electric Equipment	-	8,040
" Air	-	--
" Miscell.		280
Total:		$ 8,380

Exhibit 8.

Exhibit 8.

DETAIL SHEET

Car No. 1899 Year Built 1950 Date of Inspection March 6, 1957

Body Builder Summit-Trailer Car Company At Bridesburg, Pennsylvania

Truck Builder Standard A-1-D-2-B2

Motor Manufacturer General Electric

No. of Motors 4 Type 68 H.P. 40

Controllers - No. 2 Type K-2

Air Equipment Westinghouse - Gyro Type D-24-12 M.U.

Safety Appliances K-2 Pull Cord Emergency valve

Seating Capacity 68

Type Seats Longitudinal - Rattan

Weight of Car 84,350

GENERAL DIMENSIONS

Length over all including bumpers	41' - 1"
Length over vestibule sheathing	40' - 8"
Length of each platform over vestibule sheathing	4' - 8"
Length over body corner posts	30' - 10"
Length of transverse seats	--
Length of wheel base of truck	6' - 6"
Width over bumpers	9' - 2"
Width over posts	8' - 6"
Width over drip rail (extreme)	9' - 2"
Height from rail to top of floor	3'6"
Height from floor to top of window roof	2'2"
Height from rail to top of roof	11' - 0"
Height from rail to top of trolley boards	11' - 8"
Post centers	2'6"
Seat centers	--
Truck centers	30' - 0"
Space at sides	2' - 10"

Estimated Cost - January 1, 1954
Taken from Company card records

Cost - Body	-	$ 2,500
" Trucks	-	975
" Elec.Equipment	-	2,040
" Air	-	--
" Miscell.	-	500
Total:		$ 5,500

Exhibit 8.

Exhibit 8.

Item	Estimated Original Cost	Replacements Required and Cost	# of Repres. on Balance	Amount of Repres.	Estimated Original Cost	Replacements Required and Cost	# of Repres. on Balance	Amount of Repres.
CAR BODY - INTERIOR			396	$ .120	$ 2.50		396	$ .96
Overlay Panel	$ 2.50				2.50			
Overlay Floor	2.50				2.50			
Overlay Trim	2.50		396	2.50	30.00		120	2.50
Trolley Rope	30.00		396	.30	2.50		120	.30
Trolley Rope Hooks	2.50				120.00	20 Sets Bronze Hdw.Labor		
Roof and Canvas	120.00	20 Sets Bronze Hdw.Labor	396	12.50	50.00		396	12.50
Ventilators Hook	50.00		396	10.00	10.00		396	10.00
Letter Board	10.00				7.00			
Water Rail	7.00		396	28.00	70.00		396	28.00
Posts - Body	70.00		396	11.00	28.00		396	9.00
Posts - Corner Body	28.00		396	12.00	30.00	2 Posts 300.00	396	9.00
Posts - Vestibule Corner	30.00		396	6.00	14.00		396	5.00
Posts - Vestibule Center	14.00		396	28.00	28.00		396	28.00
Sash - Upper	28.00		396	30.00	60.00		396	30.00
Sash - Lower	60.00		396	9.00	18.00		396	9.00
Sash - Vestibule	18.00		396	10.00	40.00		396	10.00
Belt Rail	38.00		396	38.00	37.00		396	38.00
Side Sheeting	37.00		396	15.00	30.00		396	15.00
Vestibule Sheeting	30.00		396	30.00	60.00		396	30.00
Doors	60.00		396	100.00	200.00		396	100.00
Undertrucks	200.00		396	2.50	9.00		396	2.50
Steps	9.00		396	4.00	18.00		396	4.00
Headlights	18.00		396	38.00	38.00		396	38.00
Fenders	38.00		396	4.00	18.00		396	4.00
Trolley Catchers	18.00				8.00			
Roof Horns	8.00		396	1.50	18.00	1 Unit Nautic 2.75	396	1.18
Gong Handles	18.00		396	2.75	8.00		396	2.75
Destination Signs-Iron	8.00		396	38.00	100.00		396	38.00
Painting	100.00		396	8.00	17.00		396	18.00
Floor Underneath	17.00		396	18.00	30.00		396	18.00
Body Exterior	30.00				38.00			
Body Repairs	38.00							

(Continued) DETAILED ESTIMATE OF ORIGINAL COST AND ESTIMATED VALUE OF BRIDGEPORT CAR NOS.

(See J.A. FOR EXPLANATION OF ORIGINAL COST. DATE REMODELED March 8, 1897

Item	CAR NO. 1896 Estimated Orig.Cost	Replacements Required and Cost	% of Deprec. On Balance	Amount of Deprec.	CAR NO. 1897 Estimated Orig.Cost	Replacements Required and Cost	% of Deprec. On Balance	Amount of Deprec.
CAR BODY - INSIDE								
Sheathing - Asbestos	$ 80.00		80%	$37.00	$ 80.00		80%	$ 37.00
Lights-Sockets and Globes	2.00		10%	.20	2.00		10%	.20
Illumination Signs-Side								
Illumination Signs-End								
Hand Straps and Fittings	55.00		20%	11.00	55.00		20%	11.00
Reverse Trim	25.00		10%	2.50	25.00		10%	2.50
Steps 0	80.00				80.00			
Seats-Longitudinal								
Covering	200.00		80%	64.00	200.00		80%	64.00
Frame Work	20.00				20.00			
Seats-Cross								
Covering								
Carpets								
Matting	95.00		70%	70.00	95.00		70%	70.00
Hand Rails	5.00		20%	1.00	5.00		20%	1.00
Side Sheathing - Asbestos	80.00		20%	5.00	80.00		20%	5.00
Floor Body - Wood	80.00		20%	16.00	80.00		20%	16.00
Floor Body - Covering								
Floor Platform Wood	30.00		20%	6.00	30.00		20%	6.00
Floor Platform Covering								
Curtains - Duck	80.00		80%	60.00	80.00	2 Curtains $8.00	80%	60.00
Signals	40.00		10%	4.00	40.00		10%	4.00
Rear Platforms	200.00		80%	60.00	200.00		80%	60.00
Steps								

(Continued) DETAILED ESTIMATE OF ORIGINAL COST AND ESTIMATED VALUE OF

(See J.A. FOR EXPLANATION OF ORIGINAL COST. DATE REMODELED March 8, 1897

Item	CAR NO. 1896 Estimated Orig.Cost	Replacements Required and Cost	% of Deprec. On Balance	Amount of Deprec.	CAR NO. 1897 Estimated Orig.Cost	Replacements Required and Cost	% of Deprec. On Balance	Amount of Deprec.
CAR TRUCKS								
Center Plates	$ 20.00				$ 20.00			
Frame	200.00		80%	$ 80.00	200.00		70%	$110.00
Axles - Driving	80.00		80%	60.00	80.00		80%	60.00
Axles - Rear								
Wheels - Driving	200.00		70%	140.00	200.00		60%	84.00
Wheels - Rear								
Journal Boxes	60.00		80%	24.00	60.00		80%	24.00
Journal Bearings	5.00		10%	1.00	5.00		10%	1.00
Springs - Elliptic (4)	80.00		80%	16.00	80.00		70%	24.00
Springs - Coil (8)	5.00		80%	2.00	5.00		70%	2.00
Truck - Bolster	40.00		70%	20.00	40.00		70%	20.00
Brake Rigging	80.00		70%	24.00	80.00		70%	24.00
Block Adjusters								
Turnbuckles	15.00		70%	6.00	15.00		70%	6.00
Bars								
Brake Shoes	4.00		80%	2.00	4.00		80%	2.00
Hand Brake Staff & Rigging	30.00		80%	16.00	30.00		80%	16.00
ELECTRIC EQUIPMENT								
Lightning Arrester	4.00		10%	.40	4.00		10%	.40
Switches	5.70		20%	1.13	5.70		20%	1.13
Controllers K 6	200.00		8%	16.00	200.00		8%	16.00
Line Breaker								
Circuit Breaker	20.00		8%	1.60	20.00		8%	1.60
Receptacle	80.00		80%	40.00	80.00		70%	56.00
Motors GE 80					200.00			
Armature(4)	400.00				120.00			
Fields	120.00				60.00			
Brushholders	60.00				120.00		80%	44.00
Commutators	120.00		80%	76.00	15.00		20%	4.00
Armature Bearings	15.00		80%	6.00	20.00		20%	4.00
Axle Bearings	80.00		80%	8.00				

Exhibit 8.

Exhibit 8.

Exhibit 8.

(Continued) DETAILED GENERAL COST AND DEPRECIATED VALUE OF [redacted]

Use [redacted] FOR EXPLANATION OF GENERAL COST. DATE INSPECTED March 6, 1928

Item	Est. No. 1926 Estimated Orig. Cost	Est. No. 1926 Replacements Required and Cost	Est. No. 1926 % of Depree. to Balance	Est. No. 1926 Amount of Depree.	Est. No. 1927 Estimated Orig. Cost	Est. No. 1927 Replacements Required and Cost	Est. No. 1927 % of Depree. to Balance	Est. No. 1927 Amount of Depree.
MOTOR EQUIPMENT - Cont.								
Stove	$100.00		75%	$ 75.00	$100.00		75%	$ 75.00
Fixtures	25.00		40%	10.00	25.00		40%	10.00
Door Gongs	25.00		40%	10.00	25.00		40%	10.00
Motor Gongs	100.00		40%	40.00	100.00		40%	40.00
Tubing	100.00		40%	40.00	100.00		40%	40.00
Car Lamps	25.00		40%	10.00	25.00		40%	10.00
AIR EQUIPMENT								
Pumps	5.00		75%	.25	5.00		75%	.25
Governor Valve & Hoses	25.00		20%	5.00	25.00		20%	5.00
Governor	25.00		20%	5.00	25.00		20%	5.00
Piping	25.00		20%	5.00	25.00		20%	5.00
Compressor 20-16 Vert	250.00		20%	50.00	250.00		20%	50.00
Reservoir Tubes 2-2	5.00		20%	1.00	5.00		20%	1.00
Header Tubing								
Air Valves	25.00		20%	5.00	25.00		20%	5.00
Brake Cylinder	25.00		20%	5.00	25.00		20%	5.00
Valves	25.00		20%	5.00	25.00		20%	5.00
Miscellaneous	100.00				100.00			

PRIVATE CARS

Car No. [redacted] Class Built [redacted] Date of Inspection March 6, 1928

Body Builder Canadian Car Company at Bridgeport, Connecticut

Truck Builder Canadian - 2 - 50

Motor Manufacturer General Electric

No. of Motors 4 Type GE 80 H.P. 40

Controllers - No. 2 Type K-2

Air Equipment Compressor - Governor Make Westinghouse - General Electric Type 9D-16 H.L.

Safety Appliances K-2 Pull Cord Emergency valve

Seating Capacity 48

Type Seats Longitudinal - Rattan

Weight of Car 86,700

GENERAL DIMENSIONS

Length over all including bumpers	41' - 1"
Length over vestibule sheeting	40' - 8"
Length of each platform over vestibule sheeting	4' - 3"
Length over body corner posts	39' - 10"
Length of Transverse seats	—
Length of wheel base of truck	6' - 0"
Width over bumpers	9' - 2"
Width over posts	8' - 6"
Width over drip rail (extreme)	8' - 8"
Height from rail to top of floor	2'6"
Height from floor to top of window rail	3' 8"
Height from rail to top of roof	11' - 9"
Height from rail to top of trolley boards	11' - 8½"
Post centres	2'6"
Seat centres	—
Truck centres	15' - 7"
Gauge of track	4' - 8½"
Diameter of wheels	34"
Height - Floor to Headlining	7' - 2"

Estimated Cost - January 1, 1914
Taken from Company card records

Cost - Body	=	$ 2,500
" Trucks	=	975
" Elec.Equipment	=	2,045
" Air	=	—
" Misc'll.	=	350
Total:		$5,870

Exhibit 8.

Car No. [illegible] Year Built [illegible] Date of Inspection [illegible]

Body Builder [illegible]

Truck Builder [illegible]

Motor Manufacturer [illegible]

No. of Motors [illegible] Type [illegible] H.P. [illegible]

Controllers - No. [illegible] Type [illegible]

Air Equipment [illegible] Make [illegible] Type [illegible]

Safety Appliances [illegible]

Seating Capacity [illegible]

Type Seats [illegible]

Weight of Car [illegible]

GENERAL DIMENSIONS

Length over all including bumpers	[illegible]
Length over vestibule sheathing	[illegible]
Length of each platform over vestibule sheathing	[illegible]
Length over body corner posts	[illegible]
Length of Transverse seats	[illegible]
Length of wheel base of truck	[illegible]
Width over bumpers	[illegible]
Width over posts	[illegible]
Width over drip rail (narrow)	[illegible]
Height from rail to top of floor	[illegible]
Height from floor to top of station seat	[illegible]
Height from rail to top of roof	[illegible]
Height from rail to top of trolley base	[illegible]
Post centres	[illegible]
Side centres	[illegible]
Truck centres	[illegible]
Diameter of wheels	[illegible]

Actual Cost

Cost - Body	-	$ [illegible]
" Trucks	-	[illegible]
" Elec.Equip.	-	[illegible]
" Misc'l.	-	[illegible]
Total		$ [illegible]

Exhibit 8.

[illegible] Year Built [illegible] Date of Inspection [illegible]

At [illegible]

Item	Estimated Original Cost	Replacements Required and Cost	% of Depreciation to Balance	Amount of Depreciation	Estimated Original Cost	Replacements Required and Cost	% of Depreciation to Balance	Amount of Depreciation
CAR BODY - (DETAILS)								
Trolley Chain	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Trolley Harp	[illegible]				[illegible]			
Trolley Pole	[illegible]				[illegible]			
Trolley Rope	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Trolley Base Boards	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Roof and Deck	[illegible]	[illegible]			[illegible]	[illegible]		
Ventilators Deck	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Letter Board	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Upper Rail	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Posts - Body	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Posts - Corner Body	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Posts - Vestibule Corner	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Posts - Vestibule Center	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Sash - Upper	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Sash - Lower	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Sash - Vestibule	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Belt Rail	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Side Sheathing	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Vestibule Sheathing	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Doors	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Underframing	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Steps	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Headlights	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Fenders	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Trolley Catchers	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Roof Steps	[illegible]				[illegible]			
Grab Handles	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Destination Signs-Iron	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Painting	[illegible]	[illegible]			[illegible]	[illegible]		
Floor Underneath	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Body Heater	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Body Hangers	[illegible]				[illegible]			

Exhibit 8.

(Continued) ESTIMATED ORIGINAL COST AND DEPRECIATED VALUE OF [illegible] GAS DEPT.

(As of 1A) FOR EXPLANATION OF ORIGINAL COST. DATE ESTIMATED [illegible]

Item	CAS NO. [illegible] Estimated Orig.Cost	Replacements Required and Cost	% of Deprec. On Balance	Amount of Deprec.	CAS NO. [illegible] (Use Cor 1956 for original data) Estimated Orig.Cost	Replacements Required and Cost	% of Deprec. On Balance	Amount of Deprec.
GAS DEPT - [illegible]								
Meadlights - Acetylene	$ 35.00		75%	$ 26.25	$ 35.00		75%	$ 26.25
Meters-Service and Station	5.00		20%	1.00	5.00		20%	1.00
Discontinued Items-Gas								
Discontinued Items-Oil								
Pool Tables and Fixtures	55.00		20%	11.00	55.00		20%	11.00
Service Pipe	50.00		20%	9.50	50.00		20%	10.00
Signs	50.00				50.00			
Tools-Locomotive								
Cleaning	200.00		35%	70.00	200.00		35%	70.00
Power Unit	65.00				65.00			
Tools-Other								
Trucking								
Workshop								
Burners	95.00		75%	75.00	95.00		75%	75.00
Coal Stoves	5.00		20%	1.00	5.00		20%	1.00
Gas Stoves	5.00		20%	1.00	5.00		20%	1.00
Gas Stoves - Acetyle	50.00		20%	10.00	50.00		20%	10.00
Floor Duty - Coal	50.00		20%	10.00	50.00		20%	10.00
Floor Duty - Gasoline								
Floor Washing Unit	30.00		15%	4.50	30.00		15%	4.50
Floor Washing Gasoline								
Machine - Coin	90.00	1 Cushion $5.	70%	63.00	90.00		70%	63.00
Manometers	40.00		20%	8.00	40.00		20%	8.00
Meters	200.00		20%	40.00	200.00		20%	40.00
Meter Testboards	75.00		10%	7.50	75.00		10%	7.50

Item	CAS NO. [illegible] Estimated Orig.Cost	Replacements Required and Cost	% of Deprec. On Balance	Amount of Deprec.	CAS NO. [illegible] (Use Cor 1956 for original data) Estimated Orig.Cost	Replacements Required and Cost	% of Deprec. On Balance	Amount of Deprec.
Gas Engine								
Engine Stands	$ 50.00				$ 50.00			
Motor	1500.00		20%	$ 300.00	1500.00		20%	300.00
Motor & Blower	500.00		20%	100.00	500.00		20%	100.00
Motor - Gas								
Motor - Gasoline	1000.00		35%	350.00	1000.00		35%	350.00
Motor - Other								
Pressure Pumps	100.00		35%	35.00	100.00		35%	35.00
Thermal Regulator	5.00		20%	1.00	5.00		20%	1.00
Burners - Bunsen (A)	80.00		20%	16.00	80.00		20%	16.00
Burners - Coil (B)	5.00		70%	3.50	5.00		70%	3.50
Torch - Soldier	50.00		20%	10.00	50.00		20%	10.00
Brake Blocks	90.00		20%	18.00	90.00		20%	18.00
Block Adjusters	30.00		20%	6.00				
Turntables								
Bars					30.00		20%	6.00
Brake Shoes	4.00		20%	0.80	4.00		20%	0.80
Hand Brake Staff & Ringing	80.00		40%	32.00	80.00		40%	32.00
ELECTRIC EQUIPMENT								
Lightning Arrester	6.00		75%	.60	6.00		75%	.60
Cutouts	5.00		20%	1.10	5.00		20%	1.10
Generators 2-4	350.00		5%	17.50	350.00-2-4			
Line Breaker								
Circuit Breaker	75.00		5%	1.50	75.00		5%	1.50
Rheostats	30.00		40%	12.00	30.00		40%	12.00
Motors 60-90								
Armature (A)	250.00				250.00			
Fields	150.00				150.00			
Brushholders	40.00				40.00			
Commutator	100.00		30%	30.00	100.00		30%	30.00
Armature Bearings	15.00		20%	3.00	15.00		20%	3.00
Axle Bearings	24.00		20%	4.80	24.00		20%	4.80

Exhibit 8.

Exhibit 8.

(Continued) ESTIMATED ORIGINAL COST AND DEPRECIATED VALUE OF [illegible] CAR NO.

Use [illegible] FOR EXPLANATION OF ORIGINAL COST. DATE STARTED 1899 - March 8, 1897

Item	CAR NO. 1899 Estimated Orig. Cost	Replacements Required and Cost	% of Depree. On Balance	Amount of Depree.	CAR NO. 1896 (Use Car 1896 for original data) Estimated Orig. Cost	Replacements Required and Cost	% of Depree. On Balance	Amount of Depree.
ELECTRIC EQUIPMENT - Cont.								
Gears	$1561.00		20%	$ 30.00	$1560.00		20%	$ 30.00
Pinions	84.00		20%	16.80	84.00		20%	16.80
Gear Cases	75.00		20%	15.00	75.00		20%	15.00
Motor Cases	1560.00		20%	30.00	1560.00		20%	30.00
Cables	300.00		20%	60.00	300.00		20%	60.00
Car Wiring	90.00		20%	18.00	90.00		20%	18.00
AIR EQUIPMENT								
Gauges	3.00		10%	.30	3.00		10%	.30
Engineer Valve & Handle	30.00		20%	6.00	30.00		20%	6.00
Governor	15.00		10%	1.50	15.00		10%	1.50
Piping	80.00		20%	16.00	80.00		20%	16.00
Compressor 28-D	800.00		20%	80.00	800.00		20%	80.00
Emergency Valve K-2	8.00		20%	1.60	8.00		20%	1.60
Reducing Valves								
Air Tanks	15.00		10%	1.50	15.00		10%	1.50
Brake Cylinder	80.00		20%	16.00	80.00		20%	16.00
Hoselines								
Miscellaneous	100.00				100.00			

Body Builder [illegible] As [illegible]

Truck Builders Standard - G-30

Motor Manufacturers General Electric

No. of Motors 4 Type 80 H.P. 80

Controllers - No. 2 Type K-28

Air Equipment Compressor - Governor Make Gen.Electric - General Electric Type CR-27 M.L.

Safety Appliances K-2 Pull Cord Emergency Valve

Seating Capacity 44

Type Seats Longitudinal - Rattan

Weight of Car 46,780

Actual Cost

Cost - Body	-	$ 3,408.00
" Trucks		899.00
" Elec.Equipment		2,233.36
" Miscell.		233.66
Total:		$ 5,443.30

GENERAL DIMENSIONS

Length over all including bumpers	41' - 1"
Length over vestibule sheathing	40' - 8"
Length of each platform over vestibule sheathing	4' - 9"
Length over body corner posts	30' - 10"
Length of Transverse seats	--
Length of wheel base of truck	4' - 6"
Width over bumpers	7' - 9"
Width over posts	8' - 4"
Width over drip rail (extreme)	8' - 6"
Height from rail to top of floor	30½"
Height from floor to top of window rest	38"
Height from rail to top of roof	11' - 0"
Height from rail to top of trolley boards	11' - 8½"
Post centres	24½"
Seat centres	--
Truck centres	19' - 7"
Gauge of track	4' - 8½"
Diameter of wheels	34"
Height - Floor to Headlining	7' - 8"

DETAIL SHEET

Car No. 1997 Year Built 1910 Date of Inspection March 4, 1927

Body Builder Osgood-Bradley Car Company At Bridgeport, Connecticut

Truck Builder Standard - G-80

Motor Manufacturer General Electric

No. of Motors 4 Type 80 H.P. 40

Controllers - No. 2 Type K-28 G

Air Equipment Westinghouse - Nuyumatic Make General Electric - Gen. Electric Type GE-67 M.U.

Safety Appliances S-6 Pull Cord Nuyumatic Valve

Seating Capacity 40

Type Seats Semi-Cantilever - Rattan

Weight of Car 46,950

GENERAL DIMENSIONS

Length over all including bumpers	41' - 1"
Length over vestibule sheathing	40' - 8"
Length of each platform over vestibule sheathing	4' - 9"
Length over body corner posts	32' - 10"
Length of Transverse seats	--
Length of truck base of truck	6' - 6"
Width over bumpers	7' - 9"
Width over posts	8' - 6"
Width over drip rail (Outside)	8' - 8"
Height from rail to top of floor	[illegible]
Height from floor to top of window post	[illegible]
Height from rail to top of roof	11' - 6"
Height from rail to top of trolley boards	11' - 10"
Post centers	[illegible]
Seat centers	--
Truck centers	21' - 0"
Wheel to truck	4' - 10"
[illegible]	[illegible]

Actual Cost

Cost - Body	-	$ 3,668.00
" Trucks	-	850.00
" Elec.Equipment	-	2,931.00
" Misell.	-	298.00
Total:		$ 8,448.00

Exhibit 8.

Exhibit 8.

Item	Estimated Original Cost	Replacements Required and Cost	% of Depreciation	Amount of Depreciation	Estimated Original Cost	Replacements Required and Cost	% of Depreciation	Amount of Depreciation
End Sills & Platforms								
Platform Posts	$ 6.00		75%	$ 4.50	$ 6.00		75%	$ 4.50
Platform Rail	2.00				2.00			
Platform Step	6.00				6.00			
Platform Step	20.00		10%	2.00	20.00		10%	2.00
Platform Step Handle	5.00		10%	.50	5.00		10%	.50
Roof and Canvas	300.00	1 Hook, Gamma 22 Labor 8			325.00	1 Hook, Gamma 22 Labor 8		
Ventilators Rack	20.00		50%	10.00	20.00		50%	10.00
Letter Board	14.00		10%	1.40	14.00		10%	1.40
Letter Roll	9.00				7.00			
Posts - Body	70.00		10%	35.00	70.00		50%	35.00
Posts - Corner Body	32.00		10%	16.00	32.00		50%	16.00
Posts - Vestibule Corner	30.00	1 Post $15.00	10%	9.00	30.00	1 Post $15.00	50%	11.25
Posts - Vestibule Center	14.00	2 Posts 16.00	10%	3.00	16.00		50%	8.00
Sash - Upper	35.00		75%	26.25	35.00		75%	26.25
Sash - Lower	40.00		75%	30.00	40.00		75%	30.00
Sash - Vestibule	10.00		75%	7.50	10.00		75%	7.50
Roll Rail	95.00		10%	10.00	80.00		50%	5.00
Side Sheeting	97.00		10%	38.80	97.00		10%	38.80
Vestibule Sheeting	10.00		10%	10.00	20.00	1 End $15.00	10%	5.00
Doors	60.00		75%	45.00	60.00		60%	36.00
Underframing	200.00		75%	150.00	200.00		10%	20.00
Steps	7.00		10%	2.10	7.00		30%	2.10
Headlights	15.00		10%	6.00	15.00		10%	6.00
Markers	60.00		75%	45.00	60.00		75%	45.00
Trolley Catchers	15.00		20%	3.00	15.00		20%	3.00
Dust Guard	8.00				8.00			
Grab Handles	10.00		10%	1.00	10.00		10%	1.00
Destination Signs-Iron	5.00		75%	3.75	5.00		75%	3.75
Painting	100.00				100.00			
Floor Underneath	17.00		40%	10.80	17.00		10%	6.80
Body Rivets	30.00		75%	22.50	30.00		50%	15.00
Body Screws	85.00				85.00			

(Continued) [illegible] ESTIMATED ORIGINAL COST AND DEPRECIATED VALUE OF NEWSPRINT CARS

(See ... 1A ... FOR EXPLANATION OF ORIGINAL COST. DATE EXAMINED [illegible] 1, 1937

Item	Car No. 1936 Estimated Orig. Cost	Car No. 1936 Replacements Required and Cost	Car No. 1936 % of Depres. On Balance	Car No. 1936 Amount of Depres.	Car No. 1937 Estimated Orig. Cost	Car No. 1937 Replacements Required and Cost	Car No. 1937 % of Depres. On Balance	Car No. 1937 Amount of Depres.
CAR BODY - INSIDE								
Partitions - Ashcrete	$ 30.00		30%	$ 9.00	$ 30.00		70%	$ 21.00
Shelves-Baskets and Racks	5.00		10%	.50	5.00		10%	.50
Illumination Stamp-Side								
Illumination Stamp-End								
Hand Straps and Fittings	25.00		50%	12.50	25.00		50%	12.50
Interior Trim	35.00		20%	7.00	35.00		20%	7.00
Glass	65.00				65.00			
Roof-Longitudinal								
Covering	100.00		60%	60.00	100.00		60%	60.00
Frame Work	30.00				30.00			
Roof-Cross								
Covering								
Ventilator								
Monitors	95.00		75%	70.00	95.00		75%	70.00
Roof Boards	9.50		60%	6.00	9.50		60%	6.00
Side Sheathing - Ashcrete	30.00		20%	5.00	30.00		20%	5.00
Floor Only - Deck	30.00		60%	18.00	30.00		60%	18.00
Floor Only - Covering								
Floor Platform Deck	10.00		60%	6.00	10.00		60%	6.00
Floor Platform Covering								
Curtains - Side	30.00	1 Curtain 03.00	50%	15.00	30.00		50%	15.00
Doorway	10.00		20%	2.00	10.00		20%	2.00
Door Mechanism	100.00		20%	20.00	100.00		20%	20.00
Miscellaneous								
Paint	75.00		75%	56.25	75.00		75%	56.25
Trucks - Journal Covers	5.00		20%	1.00	5.00		20%	1.00

Exhibit 8.

Item	Car No. 1936 Estimated Orig. Cost	Car No. 1936 Replacements Required and Cost	Car No. 1936 % of Depres. On Balance	Car No. 1936 Amount of Depres.	Car No. 1937 Estimated Orig. Cost	Car No. 1937 Replacements Required and Cost	Car No. 1937 % of Depres. On Balance	Car No. 1937 Amount of Depres.
Side Frame	$ 100.00		75%	$ 75.00	$ 100.00		75%	$ 75.00
Bolster - Bolster	200.00		75%	150.00	200.00		75%	150.00
Bolster - Plate								
Bolster - Bolster	120.00		75%	90.00	120.00		75%	90.00
Bolster - Plate								
Journal Boxes	40.00		75%	30.00	40.00		75%	30.00
Journal Bearings	8.00		10%	1.00	8.00		10%	1.00
Journal - Pinion (h)	30.00		75%	22.50	30.00		75%	22.50
Journal - Coil (h)	6.00		75%	4.50	6.00		75%	4.50
Truck - Pointer	40.00		75%	30.00	40.00		75%	30.00
Brake Rigging	95.00		75%	71.25	95.00		75%	71.25
Brake Cylinders					10.00		75%	7.50
Foundation								
Body	10.00		75%	7.50				
Brake Shoes	4.00		50%	2.00	4.00		50%	2.00
Hand Brake Gear & Fixtures	30.00		75%	22.50	30.00		75%	22.50
ELECTRICAL EQUIPMENT								
Lightning Arrester	4.00		10%	.40	4.00		10%	.40
Switches	3.75		30%	1.13	3.75		30%	1.13
Controllers (K 35)	300.00		5%	15.00	300.00		5%	15.00
Line Breaker								
Circuit Breaker	30.00		5%	1.50	30.00		5%	1.50
Rheostats	70.00		70%	35.00	70.00		60%	30.00
Motors-(GE 80)								
Armature (h)	600.00				600.00			
Fields	180.00				180.00			
Brushholders	40.00				40.00			
Commutators	120.00		10%	40.00	120.00		10%	40.00
Armature Bearings	16.00		10%	1.60	16.00		10%	1.60
Axle Bearings	24.00		10%	2.40	24.00		10%	2.40

Exhibit 8.

(Continued) DETAILED ORIGINAL COST AND DEPRECIATED VALUE OF [redacted] CAR

1A FOR EXPLANATION OF ORIGINAL COST. DATE EXAMINED MARCH 4, 1937

Item	CAR NO. 1936 Estimated Orig.Cost	Replacements Required and Cost	% of Deprec. On Balance	Amount of Deprec.	CAR NO. 1937 Estimated Orig.Cost	Replacements Required and Cost	% of Deprec. On Balance	Amount of Deprec.
[illegible] - Cont.								
[illegible]	$ 100.00		30%	$ 30.00	$ 100.00		30%	$ 30.00
[illegible]	55.00		20%	11.00	55.00		20%	11.00
[illegible]	60.00		35%	21.00	60.00		35%	21.00
[illegible]	100.00		25%	25.00	$ 300.00		25%	75.00
[illegible]	100.00		25%	25.00	100.00		25%	25.00
[illegible]	50.00		20%	10.00	50.00		20%	10.00
AIR EQUIPMENT								
[illegible]	3.00		10%	.30	3.00		10%	.30
[illegible]	30.00		30%	9.00	30.00		30%	9.00
[illegible]	3.00		25%	.75	15.00		5%	.75
[illegible]	30.00		30%	30.00	30.00		30%	30.00
[illegible]	100.00		20%	20.00	200.00		40%	80.00
[illegible]	3.00		10%	.75	3.00		10%	.75
[illegible]								
[illegible]	30.00		30%	10.50	16.00		30%	4.80
[illegible]	30.00		30%	10.00	30.00		30%	9.00
[illegible]								
[illegible]	100.00				150.00			

Exhibit 8.

[illegible] Year Built [illegible] AB Date of Inspection March 4, 1937

[illegible] at [illegible]

[illegible] Type [illegible] H.P. [illegible]

[illegible] Type [illegible]

[illegible] Type [illegible] Amp.

Safety Appliances D-2 Pull Cord Emergency Valve

Seating Capacity [illegible]

Type Seats Longitudinal - Rattan

Weight of Car 45,250

Estimated Cost - January 1, 1914

Cost - Body	-	$ 2,200
" Trucks	-	600
" Elec.Equip.	-	2,048
" Miscell.	-	350
Total:		$ 5,200

GENERAL DIMENSIONS

Length over all including bumpers	41' - 1"
Length over vestibule sheathing	40' - 0"
Length of each platform over vestibule sheathing	4' - 0"
Length over body corner posts	30' - 10"
Length of Transverse seats	--
Length of wheel base of truck	4' - 8"
Width over bumpers	7' - 9"
Width over posts	8' - 4"
Width over drip rail (extreme)	8' - 6"
Height from rail to top of floor	36"
Height from floor to top of window rail	26"
Height from rail to top of roof	11' - 0"
Height from rail to top of trolley boards	21' - 6"
Post centres	24"
Seat centres	--
Truck centres	19' - 7"
Gauge of track	4' - 8½"
Diameter of wheels	34"
Height - Floor to Headlining	7' - 6"

Exhibit 8.

DETAIL SHEET

Car No. [illegible] Year Built [illegible] Date of Inspection [illegible]

Body Builder [illegible]

Truck Builder [illegible]

Motor Manufacturer [illegible]

No. of Motors [illegible] Type [illegible] H.P. [illegible]

Controllers - No. [illegible] Type [illegible]

Air Equipment [illegible] Make [illegible] Type [illegible]

Safety Appliances [illegible]

Seating Capacity [illegible]

Type Seats [illegible]

Weight of Car [illegible]

GENERAL DIMENSIONS

Length over all including bumpers	[illegible]
Length over vestibule sheathing	[illegible]
Length of each platform over vestibule sheathing	[illegible]
Length over body corner posts	[illegible]
Length of Transverse seats	[illegible]
Length of wheel base of truck	[illegible]
Width over bumpers	[illegible]
Width over posts	[illegible]
Width over drip rail (between)	[illegible]
Height from rail to top of floor	[illegible]
Height from floor to top of window post	[illegible]
Height from rail to top of roof	[illegible]
Height from rail to top of trolley boards	[illegible]
Floor construction	[illegible]
Sash construction	[illegible]
Window sashes	[illegible]
Letter boards	[illegible]

Actual Cost

Cost - Body	=	$ [illegible]
" Trucks	=	[illegible]
" Elec.Equipment	=	[illegible]
" Misell.	=	[illegible]
Total:		$ [illegible]

Date [illegible] Cost Accountant or Auditing Clerk. [illegible]

Item	Quantity Required	Replacements Required and Cost	No. of Pieces Per Machine	Amount of Expense	Quantity Delivered	Replacements Required and Cost	No. of Pieces Per Machine	Amount of Expense
Car Body - Outside								
Bodies Wood	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Bodies Steel	[illegible]				[illegible]			
Bodies Pine	[illegible]				[illegible]			
Bodies Sash	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Bodies Door Panels	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Roof and Canvas	[illegible]	[illegible]			[illegible]	[illegible]		
Ventilators Roof	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Letter Board	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Rubber Rail	[illegible]				[illegible]			
Posts - Body	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Posts - Corner Body	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Posts - Vestibule Corner	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Posts - Vestibule Center	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Sash - Upper	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Sash - Lower	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Sash - Vestibule	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Belt Rail	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Side Sheathing	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Vestibule Sheathing	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Doors	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Underframing	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Steps	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Headlights	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Fenders	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Trailer Cabinets	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Roof Stays	[illegible]				[illegible]			
Grab Handles	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Destination Signs-Iron	[illegible]		[illegible]	[illegible]				
Painting	[illegible]	[illegible]			[illegible]	[illegible]		
Floor Underneath	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Body Exterior	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Body Hangers	[illegible]				[illegible]			

Exhibit B.

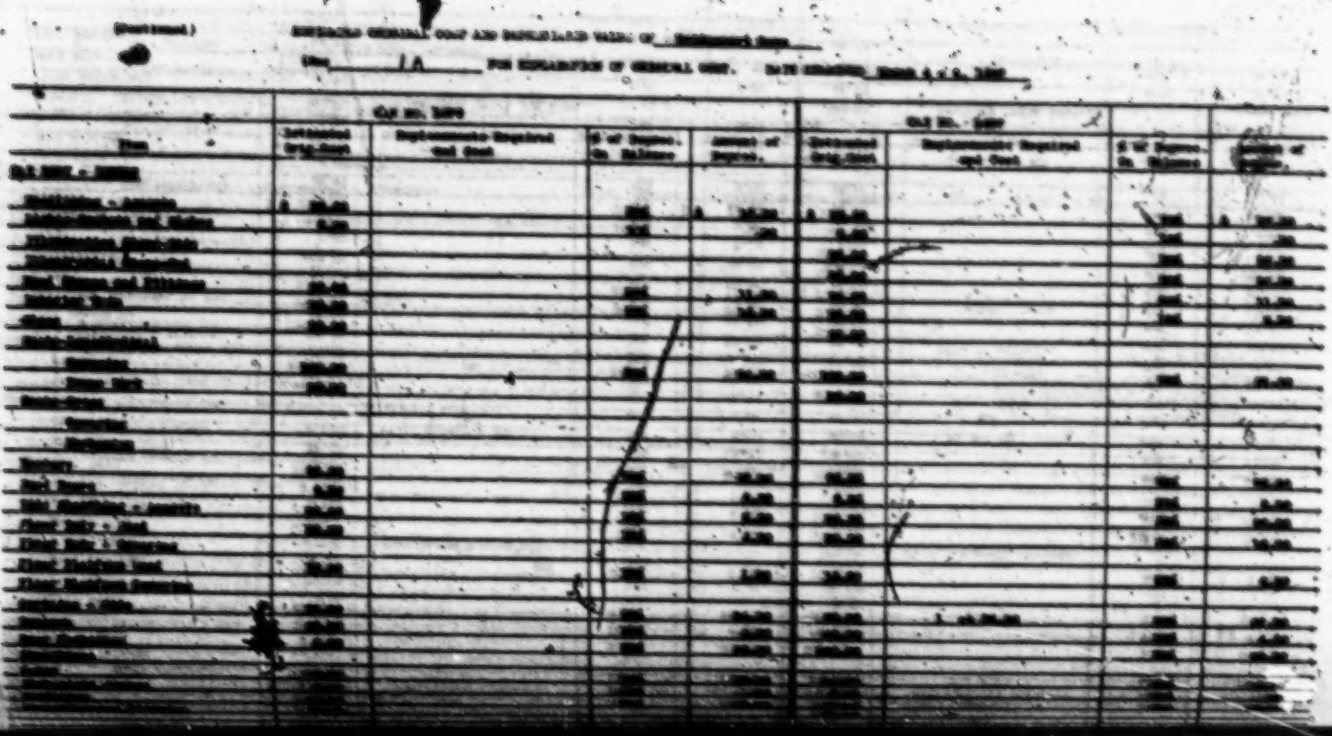
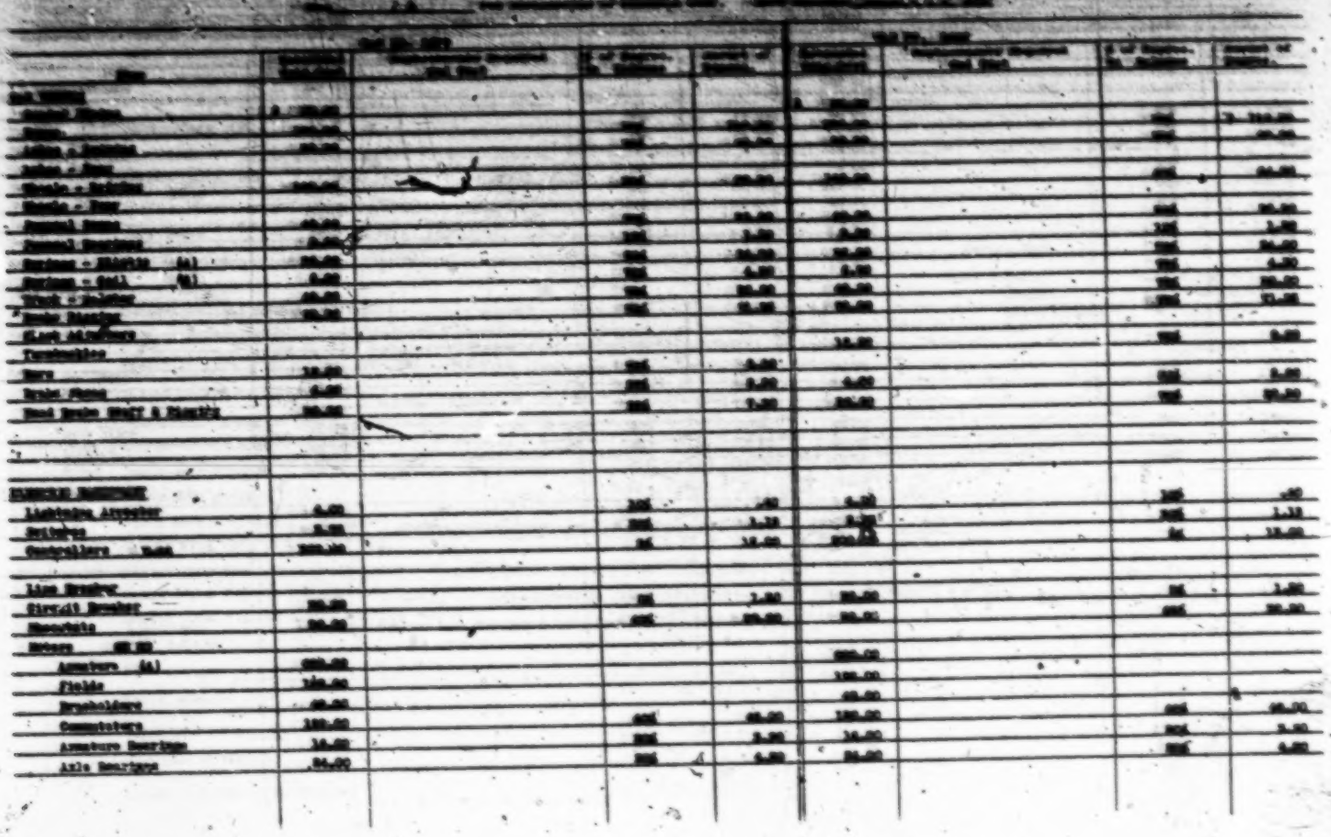


Exhibit B.



(Continued) ESTIMATED ORIGINAL COST AND REPRODUCTION VALUE OF Equipment Cars

Car No. 14 FOR EXPLANATION OF ORIGINAL COST. DATE EXAMINED March 4 - 6, 1937

Item	Car No. 1670 Estimated Orig. Cost	Replacements Required and Cost	% of Depreciation on Balance	Amount of Depreciation	Car No. 1697 Estimated Orig. Cost	Replacements Required and Cost	% of Depreciation on Balance	Amount of Depreciation
ELECTRIC EQUIPMENT - Cont.								
Cords	$ 100.00		80%	$ 80.00	$ 100.00		80%	$ 80.00
Fixtures	50.00		80%	40.00	50.00		80%	40.00
Door Gears	40.00		80%	32.00	40.00		80%	32.00
Motor Gears	250.00		80%	200.00	250.00		80%	200.00
Cabling	300.00		80%	240.00	300.00		80%	240.00
Car Wiring	60.00		80%	48.00	60.00		80%	48.00
AIR EQUIPMENT								
Gauges	5.00		80%	4.00	5.00		80%	4.00
Engineer Valve & Handle	20.00		80%	16.00	20.00		80%	16.00
Governor	10.00		80%	8.00	10.00		80%	8.00
Valves	40.00		80%	32.00	40.00		80%	32.00
Compressor 22-D	250.00		80%	200.00	250.00		80%	200.00
Reservoir Valve H-2	5.00		80%	4.00	5.00		80%	4.00
Feeder Valves					5.00		80%	4.00
Air Hoses	10.00		80%	8.00	10.00		80%	8.00
Brake Cylinder	100.00		80%	80.00	100.00		80%	80.00
Fittings								
Miscellaneous	200.00				200.00			

DETAIL OF CAR

Car No. 1670 Truck Built 1923 Date of Inspection March 5, 1937

Body Builder Pressed Steel Car Company At Pittsburgh, Pennsylvania

Truck Builder Standard - 6-28

Motor Manufacturer General Electric

No. of Motors 4 Type 68 H.P. 60

Controllers - No. 2 Type PC-22

Air Equipment Compressor - Westinghouse Make Westinghouse - General Electric Type PC-10 Ml.

Safety Appliances D-2 Tell Cord Emergency Valve

Seating Capacity 62

Type Seats Longitudinal - Rattan

Weight of Car 47,200

GENERAL DIMENSIONS

Length over all including bumpers	41' - 1"
Length over vestibule sheathing	40' - 0"
Length of each platform over vestibule sheathing	4' - 0"
Length over body corner posts	30' - 10"
Length of Transverse seats	—
Length of wheel base of truck	6' - 6"
Width over bumpers	7' - 2"
Width over posts	8' - 6"
Width over drip rail (extreme)	8' - 8"
Height from rail to top of floor	3½"
Height from floor to top of window rail	38"
Height from rail to top of roof	11' - 0"
Height from rail to top of trolley boards	11' - 8½"
Post centres	24½"
Seat centres	—
Truck centres	19' - 7"
Gauge of trunk	4' - 8½"
Diameter of wheels	36"
Height - Floor to Headlining	7' - 6"

Actual Cost

Cost - Body	$ 2,405.00
" Trucks	880.00
" Elec. Equipment	2,385.00
" Air "	—
" Miscell.	310.00
Total:	$ 5,980.00

Exhibit 8. 670

Exhibit 8. 671

DETAIL SHEET

Car No. 1468 Year Built 1931 Date of Inspection March 8, 1937

Body Builder Osgood-Bradley Car Company At Bridgeport, Connecticut

Truck Builder Standard - 6-40

Motor Manufacturer Westinghouse

No. of Motors 4 Type 101-A H.P. 40

Controllers - No. 2 Type K-28

Air Equipment Compressor - Gyrotor Make Westinghouse - General Electric Type PE-26 M.U.

Safety Appliances P-S Pull Cord Emergency valve

Seating Capacity 64

Type Seats Transverse - Spanish Leather

Weight of Car 67,200

Actual Cost

Cost - Body - $ 2,655.00
" - Trucks - 800.00
" - Elec.Equip. - 2,325.00
" - Miscell. - 500.00
Total: $ 6,280.00

GENERAL DIMENSIONS

Length over all including bumpers	41' - 2"
Length over vestibule sheathing	40' - 8"
Length of each platform over vestibule sheathing	4' - 0"
Length over body corner posts	29' - 10"
Length of Transverse seats	-
Length of wheel base of truck	4' - 6"
Width over bumpers	9' - 2"
Width over posts	8' - 4"
Width over drip rail (extreme)	8' - 6"
Height from rail to top of floor	3'6"
Height from floor to top of sister post	8'6"
Height from rail to top of roof	11' - 2"
Height from rail to top of trolley boards	13' - 6"
Truck centers	5'6"
Truck centers	-
Wheel diameter	33" - 33"
Length of Platform	-

Year 1936 FOR APPROPRIATION OF ESTIMATED COST. Date examined March 8 - 9, 1937

Item	Estimated Original Cost	Replacements Required and Cost	% of Depreciation	Amount of Depreciation	Estimated Original Cost	Replacements Required and Cost	% of Depreciation	Amount of Depreciation
CAR BODY - BUILDING								
Buckley Wheel	$ 1.00		90%	$ 0.90	1.00		90%	$ 0.90
Trolley Base	2.00				2.00			
Trolley Pole	4.00				4.00			
Trolley Base	20.00		30%	6.00	20.00		30%	6.00
Trolley Arm Bracket	2.00		30%	.60	2.00		30%	.60
Roof and Canvas	100.00	Labor Repairing Canvas			100.00	Labor Repairing Canvas		
Ventilators Dash	20.00		80%	16.00	20.00		80%	16.00
Letter Board	10.00		80%	8.00	10.00		80%	8.00
Inter Rail	7.00				7.00			
Posts - Body	70.00		40%	28.00	70.00		40%	28.00
Posts - Corner Body	35.00		40%	14.00	35.00		40%	14.00
Posts - Vestibule Corner	30.00		40%	12.00	30.00	1 @ $15.00	40%	9.00
Posts - Vestibule Center	10.00	2 @ $5.00 = $10.00	40%	1.00	20.00	4 @ 5.00		
Sash - Upper	35.00		70%	24.50	35.00		70%	24.50
Sash - Lower	40.00		70%	28.00	40.00		70%	28.00
Sash - Vestibule	10.00		70%	9.00	10.00	2 @ $7.50	70%	7.00
Belt Rail	25.00		40%	10.00	25.00		40%	10.00
Side Sheathing	97.00		80%	84.80	97.00		80%	68.80
Vestibule Sheathing	20.00		80%	16.00	20.00		80%	16.00
Posts	40.00		80%	80.00	40.00		80%	24.00
Underframing	200.00		70%	180.00	200.00		80%	120.00
Steps	7.00		80%	5.10	7.00		80%	5.10
Vestibule	10.00		40%	6.00	10.00		40%	6.00
Platform	60.00		70%	42.00	60.00		70%	42.00
Trolley Catchers	10.00		80%	8.00	10.00		80%	8.00
Roof Steps	2.00				2.00			
Sash Pockets	10.00		10%	1.00				
Destination Signs-Iron	9.00		75%	2.70	9.00		75%	2.70
Painting	100.00	Painting $200.00			300.00		80%	80.00
Floor Underneath	17.00		75%	12.75	17.00		80%	10.00
Body Exterior	80.00		80%	80.00	80.0			30.00
Body Supports	80.00				80.00			

Exhibit 8.

672

Exhibit 8.

(Continued) ESTIMATED ORIGINAL COST AND DEPRECIATED VALUE OF Delaware Case

Sheet 1A FOR EXPLANATION OF ORIGINAL COST. DATE STANDING March 8 - 9, 1937

Item	CAR NO. 1000 Estimated Orig. Cost	Replacements Required and Cost	% of Deprec. on Balance	Amount of Deprec.	CAR NO. 1400 Estimated Orig. Cost	Replacements Required and Cost	% of Deprec. on Balance	Amount of Deprec.
CAR BODY - METAL								
Doublesheet - Aprons	$ 30.00		70%	$ 21.00	$ 30.00		70%	$ 21.00
Lights - Sockets and Wiring	8.00		10%	.80	8.00		10%	.80
Illumination Fixtures								
Illumination Wiring								
Roof Sheets and Fillings	35.00		20%	11.00	35.00		20%	11.00
Interior Trim	30.00		10%	3.00	30.00		10%	3.00
Glass	30.00				30.00			
Paint-Exterior								
Covering	300.00		20%	60.00	30.00		20%	6.00
Brass Work	20.00				30.00			
Seats-Trans								
Covering					34.00		20%	34.00
Upholstery					100.00		20%	20.00
Fenders	30.00		70%	21.00	30.00 (Ex Axle)		20%	6.00
Roof Bows	3.00		70%	2.10	10.00 (4)		20%	4.00
Side Sheathing - Aprons	30.00		20%	6.00	30.00		20%	6.00
Floor Body - Wood	30.00		40%	12.00	30.00		40%	12.00
Floor Body - Covering								
Floor Platform-Wood	10.00		20%	2.00	10.00		20%	2.00
Floor Platform Covering								
Trains - Body	30.00		20%	20.00	30.00		20%	20.00
Runners	30.00		10%	3.00	30.00		10%	3.00
Rear Mud-Guard	200.00		20%	40.00	200.00		20%	40.00
Windshield					30.00			
Gears	30.00		10%	10.00	30.00		10%	10.00
Mechanical Springs	7.00		20%	1.00	7.00		20%	1.00
Wheels	30.00		10%	3.00	30.00		10%	3.00

Item	CAR NO. 1000 Estimated Orig. Cost	Replacements Required and Cost	% of Deprec. on Balance	Amount of Deprec.	CAR NO. 1400 Estimated Orig. Cost	Replacements Required and Cost	% of Deprec. on Balance	Amount of Deprec.
Axles								
Journal Pedals	$ 30.00				$ 30.00			
Frame	200.00		10%	$ 100.00	200.00		20%	$ 20.00
Frame - Reinforce	100.00		10%	10.00	100.00		20%	20.00
Springs - Body								
Springs - Platform	100.00		20%	20.00	100.00		10%	10.00
Springs - Trucks								
Journal Boxes	40.00		20%	20.00	40.00		20%	10.00
Journal Bearings	5.00		20%	1.00	5.00		20%	1.00
Springs - Elliptic (4)	30.00		20%	24.00	40.00		20%	10.00
Springs - Coil (8)	5.00		20%	4.00	5.00		20%	2.00
Truck - Bolster	80.00		20%	24.00	40.00		40%	16.00
Brake Rigging	80.00		10%	72.00	80.00		10%	20.00
Shock Absorbers					10.00		20%	2.00
Turnbuckles	10.00		70%	3.00				
Bars								
Brake Shoes	4.00		20%	2.00	4.00		20%	2.00
Hand Brake Staff & Pinions	30.00		70%	20.00	30.00		70%	20.00
ELECTRIC EQUIPMENT								
Lightning Arrester	4.00		10%	.40	4.00		10%	.40
Switches	3.75		20%	1.10	10.00 (2000-4)		8%	.80
Controllers - 2-GE	200.00		8%	16.00	200.00		8%	16.00
Line Breaker								
Circuit Breaker	20.00		8%	1.60	20.00		8%	1.60
Rheostats	50.00		20%	40.00	50.00		20%	40.00
Motors - GE 80					W.E.161-B			
Armature - (4)	200.00				200.00			
Fields	120.00				120.00			
Brushholders	40.00				40.00			
Commutators	100.00		40%	40.00	100.00		50%	40.00
Armature Bearings	10.00		20%	2.00	10.00		20%	2.00
Axle Bearings	24.00		20%	4.80	24.00		20%	4.80

Exhibit 8.

Exhibit 8.

(Continued) WRITTEN GENERAL COST AND DEPRECIATED VALUE OF Replacement Basis

Item ( ) FOR EXPLANATION OF ORIGINAL COST. DATE EXAMINED March 2 - 6, 1937

Item	CAR NO. 2680 Estimated Orig.Cost	Replacements Required and Cost	% of Depres. On Balance	Amount of Depres.	CAR NO. 2680 Estimated Orig.Cost	Replacements Required and Cost	% of Depres. On Balance	Amount of Depres.
ELECTRIC EQUIPMENT - Cont.								
Motors	$ 1,200.00		20%	$ 24.00	$ 1,200.00		20%	$ 24.00
Trucks	24.00		20%	24.00	24.00		20%	24.00
Wheels	24.00		20%	24.00	24.00		20%	24.00
Axle Gears	24.00		20%	24.00	24.00		20%	24.00
Motor Gears	200.00		20%	24.00	200.00		20%	24.00
Pinions	200.00		20%	24.00	200.00		20%	24.00
Car Wiring	24.00		20%	24.00	24.00		20%	24.00
AIR EQUIPMENT								
Motors	2.00		20%	.00	2.00		20%	.00
Governor Valve & Handle	10.00		20%	2.00	10.00		20%	2.00
Governor	10.00		20%	2.00	10.00		20%	2.00
Brakes	24.00		20%	24.00	200.00		20%	24.00
Compressor & Drive Pinion	200.00		20%	24.00	200.00		20%	24.00
Reservoir Valve 3-C	2.00		20%	.00	2.00		20%	.00
Signal Valves					2.00		20%	.00
Air Valves	10.00		20%	2.00	10.00		20%	2.00
Brake Cylinder	24.00		20%	24.00	24.00		20%	24.00
Insulation					200.00			
Miscellaneous	200.00							

Date of Inspection March 2, 1937

At Replacement Commission

Name Building Standard - 1930

Motor Manufacturer Westinghouse

No. of Motors 4 Type 101-B2 H.P. 50

Controllers - No. 2 Type D-80

Air Equipment Compressor - Governor Make Westinghouse - General Electric Type HB-14 H.L.

Safety Appliances D-2 Hall Quick Emergency Valve

Seating Capacity 46

Type Seats Transverse - Genuine Leather

Weight of Car 47,980.

GENERAL DIMENSIONS

Length over all including bumpers	41' - 1"
Length over vestibule sheathing	40' - 6"
Length of each platform over vestibule sheathing	4' - 9"
Length over body corner posts	30' - 10"
Length of Transverse seats	—
Length of wheel base of truck	6' - 6"
Width over bumpers	9' - 3"
Width over posts	8' - 4"
Width over drip rail (extreme)	8' - 6"
Height from rail to top of fiber	12½"
Height from floor to top of window rest	32"
Height from rail to top of roof	11' - 7"
Height from rail to top of trolley boards	11' - 9½"
Post centres	2'6"
Seat centres	—
Truck centres	19' - 7"
Gauge of track	4' - 8½"
Diameter of wheels	34"
Height - Floor to Headlining	7' - 6"

Actual Cost

Cost - Body	-	$ 2,625.00
" Trucks	-	800.00
" Elec.Equip.	-	2,222.50
" Miscell.	-	220.50
Total:		$ 5,868.00

Exhibit 8.

Exhibit 8.

DETAIL SHEET

Car No. 1000 Year Built 1911 Date of Inspection March 4, 1937

Body Builder Connecticut Car Company At Bridgeport, Connecticut

Truck Builder Standard - 8-28

Motor Manufacturer Westinghouse

No. of Motors 4 Type 108-A H.P. 40

Controllers - No. 2 Type K-28

Air Equipment Westinghouse - Gyroscope

Safety Appliances D-2 Pull Cord Emergency Valve

Seating Capacity 44

Type Seats Hardwood - Spindle Leather

Weight of Car 47,200

GENERAL DIMENSIONS

Length over all including bumpers	41' - 1"
Length over vestibule sheathing	40' - 8"
Length of each platform over vestibule sheathing	4' - 9"
Length over body corner posts	29' - 10"
Length of Transverse seats	—
Length of wheel base of truck	8' - 6"
Width over bumpers	7' - 9"
Width over posts	8' - 6"
Width over drip rail (extreme)	8' - 9"
Height from rail to top of floor	[illegible]
Height from floor to top of window rail	[illegible]
Height from rail to top of roof	11' - 8"
Height from rail to top of trolley boards	13' - 6"
Post centres	[illegible]
Seat centres	—
Truck centres	30' - 7"
[illegible]	[illegible]

Actual Cost

Cost - Body	$ 5,468.00
" Trucks	850.00
" Elec.Equipment	2,000.00
" Miscell.	000.00
Total:	$ 8,498.00

Car No. 1000

Item	Estimated Orig.Cost	Replacements Required and Cost	% of Depreciation	Amount of Depreciation	Estimated Orig.Cost	Replacements Required and Cost	% of Depreciation	Amount of Depreciation
Car Body - Exterior								
Dashboard Wood	$ 5.00		90%	$ 4.50	$ 5.00		90%	$ 4.50
Dashboard Glass	5.00				5.00			
Dashboard Pads	5.00				5.00			
Dashboard Posts	80.00		90%	6.00	80.00		90%	6.00
Dashboard Base	25.00		90%	4.50	5.00		90%	4.50
Dashboard Base Boards	5.00							
Roof and Canvas	100.00	Whole canvas $20 Labor $5.			100.00	Whole canvas $20 Labor $5.		
Ventilators Sash	80.00		90%	10.00	80.00		90%	10.00
Letter Board	30.00		90%	6.00	30.00		90%	6.00
Water Tell	7.00				7.00			
Posts - Body	70.00		90%	20.00	70.00		90%	20.00
Posts - Corner Body	30.00	1 @ $10.00	90%	10.00	30.00		90%	10.00
Posts - Vestibule Corner	30.00	1 @ $10.00	90%	5.00	30.00	1 @ $10.00	90%	5.00
Posts - Vestibule Center	30.00	1 @ $10.00	90%	5.00	30.00		90%	5.00
Sash - Upper	80.00		90%	5.75	80.00		90%	20.00
Sash - Lower	80.00		90%	10.00	80.00		90%	20.00
Sash - Vestibule	30.00	1 @ $5.00 or $7.00	90%	1.00	30.00		90%	5.00
Belt Rail	80.00		90%	10.00	80.00		90%	10.00
Side Sheathing	90.00		90%	40.00	90.00		90%	20.00
Vestibule Sheathing	30.00		90%	10.00	30.00		90%	10.00
Doors	80.00		90%	20.00	80.00		90%	20.00
Underframing	200.00		90%	100.00	200.00		90%	20.00
Steps	7.00		90%	5.00	7.00		90%	5.00
Headlights	10.00		90%	5.00	10.00		90%	5.00
Fenders	80.00		90%	40.00	80.00		90%	40.00
Trolley Catchers	10.00		90%	5.00	10.00		90%	5.00
Roof Steps	5.00				5.00			
Grab Handles								
Destination Signs-Iron	5.00		70%	3.75	5.00		70%	3.75
Painting	100.00		90%	50.00	100.00			
Floor Underneath	17.00		90%		17.00		90%	50.00
Body Exterior	20.00		90%	10.00	20.00		90%	10.00
Body Bumpers	60.00							

Exhibit 8. 678

Exhibit 8. 679

Exhibit 8.

(Continued)

Schedule showing Cost and Depreciation Basis of RECORDING CAR NO. 1498

Line 1A FOR EXPLANATION OF ORIGINAL COST. DATE EXAMINED 1498 - March 5, 1907 / 1498 - March 6, 1907

Item	CAR NO. 1498 Estimated Orig. Cost	Replacements Required and Cost	% of Deprec. On Balance	Amount of Deprec.	CAR NO. 1498 Estimated Orig. Cost	Replacements Required and Cost	% of Deprec. On Balance	Amount of Deprec.
CAR BODY - UNDER								
Sheathing - Ceiling	$ 75.00		40%	$ 30.00	$ 75.00		40%	$ 30.00
Lights-Sockets and Globes	5.00		10%	.50	5.00		10%	.50
Illumination Plane-Side								
Illumination Plane-End								
Steel Hinges and Fittings	50.00		22%	11.00	50.00		22%	11.00
Interior Trim	50.00		10%	5.00	50.00		10%	5.00
Glass	50.00				50.00			
Photo-Instructional								
Flooring	10.00		20%	2.00	10.00		20%	2.00
Frame Work	10.00				10.00			
Body-Truck								
Corner	25.00		30%	17.50	25.00		30%	10.00
Platform	100.00		20%	20.00	100.00		20%	20.00
Bolsters - M.C.B.	40.00		20%	10.00	40.00		20%	10.00
Yard Bumps	10.00		30%	4.00	10.00		30%	4.00
Side Sheathing - Asbestos	30.00		20%	6.00	30.00		20%	6.00
Floor Body - Steel	30.00		20%	10.00	30.00		20%	6.00
Floor Body - Carrying								
Floor Platform Wood	10.00		20%	2.00	10.00		20%	2.00
Floor Platform Carrying								
Curtains - Side	50.00	2 @ 25.00	20%	10.00	50.00		20%	10.00
Fixtures	10.00		20%	2.00	10.00		20%	2.00
Door Hardware	100.00		20%	20.00	100.00		20%	20.00
Sheathing	20.00				20.00			
Roof	50.00		20%	10.00	50.00		20%	10.00
Steel	10.00		20%	2.00	10.00		20%	2.00

(Continued)

Schedule showing Cost and Depreciation Basis of RECORDING CAR NO. 1498

Line 2 A FOR EXPLANATION OF ORIGINAL COST. DATE EXAMINED 1498 - March 5, 1907 / 1498 - March 6, 1907

Item	CAR NO. 1498 Estimated Orig. Cost	Replacements Required and Cost	% of Deprec. On Balance	Amount of Deprec.	CAR NO. 1498 Estimated Orig. Cost	Replacements Required and Cost	% of Deprec. On Balance	Amount of Deprec.
TRUCKS								
Center Plates	$ 25.00		30%	$ 7.50	$ 25.00		30%	$ 7.50
Frame	100.00		40%	40.00	100.00		40%	40.00
Axles - Driving	40.00				40.00			
Axles - Pony			30%	12.00			30%	12.00
Wheels - Driving	100.00				100.00			
Wheels - Pony			30%	6.00			30%	6.00
Journal Boxes	20.00		20%	4.00	20.00		20%	4.00
Journal Bearings	5.00		20%	1.00	5.00		20%	1.00
Springs - Elliptic (4)	80.00		20%	16.00	80.00		20%	16.00
Springs - Coil (8)	40.00		20%	8.00	40.00		20%	8.00
Truck - Bolster	80.00		20%	16.00	80.00		20%	16.00
Brake Rigging	80.00		20%	16.00	80.00		20%	16.00
Block Adjusters	10.00		20%	2.00	10.00		20%	2.00
Turnbuckles								
Bars								
Brake Shoes	4.00		20%	1.00	4.00		20%	1.00
Hand Brake Staff & Fixings	20.00		20%	20.00	20.00		20%	20.00
ELECTRIC EQUIPMENT								
Lightning Arrester	6.00		20%	1.20	6.00		20%	1.20
Switches 30 AC - 4	10.00		10%	1.00	10.00		10%	1.00
Controllers K 36	200.00		20%	40.00	200.00		20%	40.00
Line Breaker	30.00		10%	3.00	30.00		10%	3.00
Circuit Breaker	80.00		40%	32.00	80.00		40%	32.00
Rheostats								
Motors Type 301-B								
Armature (4)	400.00				400.00			
Fields	120.00				120.00			
Brushholders	60.00				60.00			
Commutators	120.00		20%	24.00	120.00		20%	24.00
Armature Bearings	10.00		20%	2.00	10.00		20%	2.00
Axle Bearings	80.00		20%	16.00	80.00		20%	16.00

Exhibit 8.

(Continued) ESTIMATED ORIGINAL COST AND DEPRECIATED VALUE OF [illegible] CAR NOS.

Item 1A FOR EXPLANATION OF ORIGINAL COST. DATE EXAMINED 1498 - March 8, 1927 / 1498 - March 4, 1927

Item	CAR NO. 1496 Estimated Orig.Cost	Replacements Required and Cost	% of Depree. On Balance	Amount of Depree.	CAR NO. 1498 Estimated Orig.Cost	Replacements Required and Cost	% of Depree. On Balance	Amount of Depree.
ELECTRIC EQUIPMENT - Cont.								
Gears	$100.00		80%	$ 80.00	$200.00		80%	$ 80.00
Pinions	24.00		80%	19.20	24.00		60%	14.40
Gear Cases	80.00		80%	60.00	80.00		40%	24.00
Motor Cases	100.00		80%	75.00	100.00		80%	75.00
Cables	200.00		80%	80.00	200.00		80%	80.00
Car Wiring	80.00		80%	40.00	80.00		80%	40.00
AIR EQUIPMENT								
Sparks	5.00		10%	80.00	5.00		10%	.50
Engineer Valve & Handle	80.00		80%	2.00	80.00		80%	2.00
Governor	10.00		80	.75	10.00		80	.75
Fittings	80.00		80%	80.00	80.00		70%	32.00
Compressor 22 1/2 Cent	200.00		80%	40.00	200.00		80%	80.00
Reservoir Valve 2-Pipe	2.00		80%	.75	2.00		80%	.75
Feeder Valves	2.00		80%	.80	2.00		80%	.80
Air Hoses	10.00		80%	4.00	10.00		80%	4.00
Brake Cylinder	80.00		80%	2.00	80.00		80%	2.00
Fittings	2.00		10%	.20	2.00		20%	.40
Miscellaneous	100.00				100.00			

Car No. [illegible] Year Built 1923 Date of Inspection March 8, 1927

Body Builder [illegible] At Montgomery, Pennsylvania

Trucks Builder Brasland - Bldn

Motor Manufacturer Westinghouse

No. of Motors 4 Type 108-B H.P. 40

Controllers - No. 2 Type [illegible]

Air Equipment Westinghouse - Governor Make Westinghouse - General Electric Type UC-14 Ml.

Safety Appliances K-2 Pull Cord Emergency Valve

Seating Capacity 44

Type Seats Transverse - Genuine Leather

Weight of Car 47,200

Actual Cost

Cost - Body	-	$ 2,406.00
" Trucks	-	889.00
" Elec.Equip.	-	2,223.30
" Miscell.	-	350.00
Total:		$ 5,870.30

GENERAL DIMENSIONS

Length over all including bumpers	41' - 7"
Length over vestibule sheathing	40' - 8"
Length of each platform over vestibule sheathing	4' - 8"
Length over body corner posts	30' - 10"
Length of Transverse seats	--
Length of wheel base of truck	4' - 6"
Width over bumpers	7' - 8"
Width over posts	8' - 4"
Width over drip rail (extreme)	8' - 6"
Height from rail to top of floor	30½"
Height from floor to top of window rest	36"
Height from rail to top of roof	11' - 0"
Height from rail to top of trolley boards	11' - 8½"
Post centres	24½"
Seat centres	--
Truck centres	19' - 7"
Gauge of track	4' - 8½"
Diameter of wheels	34"
Height - Floor to Headlining	7' - 6"

Exhibit 8. 682

Exhibit 8. 683

DETAIL SHEET

Car No. 1500 Year Built 1921 Date of Inspection March 5, 1927

Body Builder General-Bradley Car Company At Bridgeport, Connecticut

Truck Builder Standard - 8 - 32

Motor Manufacturer General Electric

No. of Motors 4 Type 52 H.P. 40

Controllers 4 No. 2 Type K-58

Air Equipment Westinghouse - Westinghouse Make General Electric & General Electric Type CH-27 M.U.

Safety Appliances M-C Pull Cord Westinghouse valve

Seating Capacity 40

Type Seats Longitudinal - Rattan

Weight of Car 47,350

GENERAL DIMENSIONS

Length over all including bumpers	41' - 1"
Length over vestibule sheathing	40' - 8"
Length of each platform over vestibule sheathing	4' 0 8"
Length over body corner posts	39' - 10"
Length of Transverse seats	--
Length of wheel base of truck	4' - 8"
Width over bumpers	7' - 9"
Width over posts	8' - 4"
Width over drip rail (extreme)	8' - 6"
Height from rail to top of floor	[illegible]
Height from floor to top of window rail	[illegible]
Height from rail to top of roof	11' - 8"
Height from rail to top of trolley boards	11' - [illegible]
Post centres	[illegible]
Seat centres	--
Truck centres	[illegible]
Length of trucks	[illegible]

Actual Cost

Cost - Body	$ 3,634.80
" Trucks	880.00
" Elec.Equip.	2,080.36
" Misc'll.	[illegible]
Total:	$ 8,589.70

Exhibit 8.

004

REVISED ORIGINAL COST AND DEPRECIATED VALUE OF [illegible]

Item [illegible] FOR EXPLANATION OF ORIGINAL COST. DATE EXAMINED March 5, 1927

Item	CAR NO. 1499 Estimated Orig.Cost	Replacements Required and Cost	% of Deprec. On Balance	Amount of Depreg.	CAR NO. 1501 Estimated Orig.Cost	Replacements Required and Cost	% of Deprec. On Balance	amount of Depreo.
CAR BODY - OUTSIDE								
Trolley Wheel	$ 1.80		25%	$ .30	$ 1.80		25%	$ .30
Trolley Harp	2.50				2.50			
Trolley Pole	6.00				6.00			
Trolley Base	30.00		15%	4.50	30.00		15%	4.50
Trolley Base Boards	3.50		15%	.53	3.50		15%	.53
Roof and Canvas	185.00	10yds.Canvas $10.00 Labor $5. $15.00			185.00	10yds.Canvas $10.00 Labor $5. $15.00		
Ventilators Deck	25.00		50%	12.50	25.00		50%	12.50
Letter Board	16.00		40%	6.40	16.00		60%	9.60
Water Rail	7.00				7.00			
Posts - Body	32.00		40%	28.80	32.00		50%	16.00
Posts - Corner Body	36.00	1@ $18.00	40%	10.80	36.00	1 @ $18.00	50%	13.50
Posts - Vestibule Corner	30.00	1 @ 15.00	40%	9.00	30.00	1 @ 15.00 - $15.00	50%	3.75
Posts - Vestibule Center	16.00	1 @ 8.00 - $24.00	40%	1.60	16.00	1 @ 8.00 - 32.00	50%	
Sash - Upper	35.00		50%	17.50	35.00		60%	21.00
Sash - Lower	40.00		50%	20.00	40.00		60%	24.00
Sash - Vestibule	12.00		50%	6.00	12.00		60%	7.20
Belt Rail	25.00		40%	10.00	25.00		50%	12.50
Side Sheathing	97.00		50%	48.50	97.00		60%	58.20
Vestibule Sheathing	30.00		50%	15.00	30.00		60%	18.00
Doors	60.00		60%	36.00	60.00		75%	45.00
Underframing	200.00		50%	100.00	200.00		75%	150.00
Steps	7.00				7.00		30%	2.10
Headlights	15.00		40%	6.00	15.00		40%	6.00
Fenders	60.00		75%	45.00	60.00		75%	45.00
Trolley Catchers	15.00		20%	3.00	15.00		20%	3.00
Roof Steps	2.00				2.00			
Grab Handles					12.00		10%	1.20
Destination Signs-Iron	5.00		75%	3.75				
Painting	100.00		25%	25.00	100.00		25%	25.00
Floor Underneath	17.00		75%	12.75	17.00		75%	12.75
Body Bolster	30.00		30%	9.00	30.00		40%	12.00
Body Bolsters	25.00				25.00			

Exhibit 8.

005

(Continued) ESTIMATED ORIGINAL COST AND DEPRECIATED VALUE OF NEWPORT NEWS

(See 1A FOR EXPLANATION OF ORIGINAL COST. DATE RENDERED MARCH 5, 1937

Item	CAR NO. 1499 Estimated Orig.Cost	Replacements Required and Cost	% of Depree. On Balance	Amount of Depree.	CAR NO. 1501 Estimated Orig.Cost	Replacements Required and Cost	% of Depree. On Balance	Amount of Depree.
CAR BODY - INSIDE								
Headlining - Asbeste	$ 30.00		30%	$ 9.00	$ 30.00		85%	$ 25.50
Lights-Sockets and Globes	5.00		10%	.50	5.00		10%	.50
Illumination Lamps-Side					35.00		80%	27.50
Illumination Lamps-End					35.00		80%	27.50
Hand Straps and Fittings	25.00		50%	11.50	23.00		50%	11.50
Interior Trim	25.00		20%	5.00	25.00		10%	2.50
Glass	25.00				25.00			
Seats-Longitudinal								
Covering	30.00		90%	27.00	100.00		90%	90.00
Frame Work	30.00				30.00			
Seats-Cross								
Covering	80.00		50%	25.00				
Mechanism	100.00		50%	25.00				
Motors	(1@)$ 96.00		50%	48.00	(2) 96.00		75%	72.00
Hand Brake	(1) 19.00		25%	4.75	(2) 9.50		25%	2.38
Side Sheathing - Asbeste	32.00		25%	8.00	32.00		25%	8.00
Floor Body - Wood	30.00		30%	9.00	30.00		80%	6.00
Floor Body - Centering								
Floor Platform Wood	10.00		10%	1.00	10.00		20%	2.00
Floor Platform Covering								
Curtains - Side	90.00		20%	18.00	90.00	2 @ $1.00 = 2.00	20%	18.00
Doors	40.00		10%	4.00	40.00		10%	4.00
Door Mechanism	200.00		20%	40.00	200.00		20%	40.00
Steps	25.00				25.00			
Platforms	25.00		20%	5.00	25.00		20%	5.00
Buffers	40.00		20%	8.00	40.00		20%	8.00

(Continued) ESTIMATED ORIGINAL COST AND DEPRECIATED VALUE OF NEWPORT NEWS

(See 1A FOR EXPLANATION OF ORIGINAL COST. DATE RENDERED MARCH 5, 1937

Item	CAR NO. 1499 Estimated Orig.Cost	Replacements Required and Cost	% of Depree. On Balance	Amount of Depree.	CAR NO. 1501 Estimated Orig.Cost	Replacements Required and Cost	% of Depree. On Balance	Amount of Depree.
CAR TRUCKS								
Center Plates	$ 25.00				$ 25.00			
Frame	150.00		60%	$ 90.00	150.00		70%	$ 105.00
Axles - Driving	80.00		20%	16.00	80.00		20%	16.00
Axles - Rear								
Wheels - Driving	140.00		15%	21.00	140.00		20%	28.00
Wheels - Rear								
Journal Boxes	40.00		20%	8.00	40.00		10%	4.00
Journal Bearings	8.00		10%	1.80	8.00		10%	1.80
Springs - Elliptic (4)	32.00		20%	16.00	32.00		20%	16.00
Springs - Coil (8)	6.00		20%	3.00	6.00		20%	3.00
Truck - Bolster	40.00		20%	18.00	40.00		20%	10.00
Brake Rigging	99.00		40%	57.00	95.00		70%	66.80
Slack Adjusters	12.00		40%	7.20	12.00		70%	8.40
Turnbuckles								
Bars								
Brake Shoes	4.00		50%	2.00	4.00		50%	2.00
Hand Brake Staff & Fittings	30.00		75%	22.50	30.00		75%	22.50
ELECTRIC EQUIPMENT								
Lightning Arrester	4.00		10%	.40	4.00		10%	.40
Switches	15.00		5%	.75	1.75		35%	1.13
Controllers - (E 35)	300.00		5%	15.00	300.00		5%	15.00
Line Breaker								
Circuit Breaker	30.00		5%	1.50	30.00		5%	1.50
Rheostats	50.00		50%	25.00	50.00		60%	30.00
Motors - (GE 70)								
Armature (1)	480.00				480.00			
Fields	186.00				186.00			
Brushholders	48.00				48.00			
Commutators	180.00		50%	60.00	180.00		50%	60.00
Armature Bearings	16.00		20%	3.20	16.00		20%	3.20
Axle Bearings	24.00		20%	4.80	24.00		20%	4.80

Exhibit 8. 686

Exhibit 8. 687

(Continued) ESTIMATED ORIGINAL COST AND DEPRECIATED VALUE OF BRIDGEPORT CARS

(See 1A FOR EXPLANATION OF ORIGINAL COST. DATE ENACTED MARCH 9, 1917

Item	CAR NO. Estimated Orig.Cost	Replacements Required and Cost	% of Depree. On Balance	Amount of Depree.	CAR NO. Estimated Orig.Cost	Replacements Required and Cost	% of Depree. On Balance	Amount of Depree.
ELECTRIC EQUIPMENT - Cont.								
Gears	$ 100.00		90%	$ 90.00	$ 100.00		90%	$ 90.00
Pinions	80.00		90%	18.00	80.00		90%	18.00
Gear Cases	40.00		100%	40.00	40.00		90%	36.00
Motor Cases	300.00		25%	75.00	300.00		25%	75.00
Cables	100.00		25%	25.00	100.00		25%	25.00
Car Wiring	90.00		90%	10.00	90.00		90%	10.00
AIR EQUIPMENT								
Gauges	3.00		10%	.30	3.00		10%	.30
Engineer Valve & Handle	30.00		30%	9.00	30.00		30%	9.00
Governor	15.00		5%	.75	15.00		5%	.75
Piping	50.00		75%	37.50	50.00		75%	37.50
Compressor - (2E 14 West.)	800.00		80%	80.00 (80-87)	800.00		80%	40.00
Emergency Valve E-2.	5.00		15%	.75	5.00		15%	.75
Check Valves	4.00		15%	.60	4.00		15 %	.60
Air Tanks	16.00		30%	4.80	14.00		90%	11.40
Brake Cylinder	80.00		30%	6.80	80.00		30%	6.80
Whistles	3.00		15%	.45				
Miscellaneous	100.00				100.00			

DETAIL SHEET

Car No. 3734 Year Built 1938 Date of Inspection March 9, 1937

Body Builder Wason At Bridgeport, Connecticut

Truck Builder Standard - 8 - 54

Motor Manufacturer General Electric

No. of Motors 4 Type 5BB-1 H.P. 80

Controllers - No. 2 Type K-34-A

Air Equipment Compressor - Governor Make General Electric - General Electric Type CP-87 M.L.

Safety Appliances K-2 Pull Cord Emergency

Seating Capacity 44

Type Seats Transverse - Rattan

Weight of Car 58,800

GENERAL DIMENSIONS

Length over all including bumpers	48' - 8"
Length over vestibule sheathing	48' - 4"
Length of each platform over vestibule sheathing	8' - 8"
Length over body corner posts	30' - 0"
Length of Transverse seats	34"
Length of wheel base of truck	4' - 8"
Width over bumpers	7' - 0"
Width over posts	8' - 3½"
Width over drip rail (extreme)	8' - 4"
Height from rail to top of floor	40"
Height from floor to top of window rest	28½"
Height from rail to top of roof	11' - 8"
Height from rail to top of trolley boards	11' - 9"
Post centres	2' - 3"
Seat centres	28½"
Truck centres	21' - 11"
Gauge of track	4' - 8½"
Diameter of Wheels	34" and 28"
Height - Floor to Headlining	7' - 9"

Actual Cost

Cost - Body	$5,818.67
" Trucks	860.30
" Electric Equipment	1,829.00
" Air Equipment	310.00
Total:	$8,818.67

DETAIL SHEET

Car No. 3716 Year Built 1916 Date of Inspection March 6, 1917

Body Builder Owens

Truck Builder Standard - 8 - 36

Motor Manufacturer General Electric

No. of Motors 2 4 Type 212-A H.P. 50

Controllers - No. 2 Type D-6-C

Air Equipment Westinghouse - Standard Main General Electric - General Electric Type Ham-ST M.U.

Safety Appliances Rod Pull Chain

Seating Capacity 44

Type Seats Transverse - Rattan

Weight of Car 85,000

GENERAL DIMENSIONS

Length over all including bumpers	48' - 8"
Length over vestibule sheathing	47' - 4"
Length of each platform over vestibule sheathing	8' - 8"
Length over body corner posts	32' - 0"
Length of Transverse seats	34"
Length of wheel base of truck	4' - 0"
Width over bumpers	7' - 0"
Width over posts	8' - 8½"
Width over drip rail (extreme)	8' - 1"
Height from rail to top of floor	4'"
Height from floor to top of window post	5'-"
Height from rail to top of roof	11' - 7"
Height from rail to top of trolley-hooks	11' - 7"
Post centers	2' - 8"
Seat centers	2'-"
Truck centers	28' - 11"
Gauge of track	4' - 8½"
Wheelbase of wheels	Swr. and Arr

Actual Cost

Car - Body	$5,215.47
" Trucks	900.00
" Electric Equipment	1,888.00
" Air Equipment	230.00
Total:	$8,218.47

Exhibit 8.

Car 3 - 36 FOR CALCULATION OF GENERAL CAR. DATE CHANGED March 6 and 9, 1917

Item	Car No. 3716 Estimated Orig. Cost	Replacements Required and Cost	% of Depre. on Balance	Amount of Depre.	Car No. 3715 Estimated Orig. Cost	Replacements Required and Cost	% of Depre. on Balance	Amount of Depre.
CAR BODY - DETAIL								
Trolley Base	$ 3.00		95%	$ .30	$ 3.00		95%	$ .30
Trolley Harp	8.50				8.50			
Trolley Pole	6.00				6.00			
Trolley Boom	30.00		25%	5.75	30.00		15%	5.70
Trolley Base Hooks	3.50		15%	.53	3.50		15%	.53
Roof and Canvas	211.00	Canvas & Paint $ 8.50			211.00	Canvas & Paint $8.50		
Vestibules Hook Philip Drill	60.00		40%	24.00	60.00		40%	24.00
Letter Board	10.00		15%	2.70	10.00		15%	2.70
Water Pail	7.65		15%	1.15	7.65		15%	1.15
Posts - Body	165.00		15%	24.75	165.00		15%	24.75
Posts - Corner Body	42.00		15%	6.30	42.00		15%	6.30
Posts - Vestibule Corner	34.00	1 @ $13.00	15%	5.83	34.00		15%	5.10
Posts - Vestibule Center	20.00		15%	3.00	20.00		15%	3.00
Sash - Upper								
Sash - Lower	180.00	1 @ $8.50	40%	68.80	180.00		40%	36.00
Sash - Vestibule	15.00	1 @ $1.00 = $2.00	40%	5.00	15.00		40%	5.00
Pull Bell	20.00		15%	3.00	20.00		15%	3.00
Side Sheathing - ¼ Steel Sheets	99.70		15%	14.81	99.70		15%	14.81
Vestibule Sheathing	12.00	1 @ $10.00	15%	1.80	12.00		15%	1.80
Doors	181.00	2 Sections @ $10.00 = $20.	95%	88.44	181.00		95%	36.00
Underframing	815.00		60%	139.75	815.50		40%	86.00
Steps	8.00		30%	2.40	8.00		30%	2.40
Headlights	15.00		20%	3.00	15.00		20%	3.00
Fenders	60.00		75%	10.00	60.00		75%	15.00
Trolley Catchers	15.00		20%	3.00	15.00		20%	3.00
Roof Steps	2.00				2.00			
Grab Handles								
Destination Signs-Iron								
Painting	110.00		25%	27.50	110.00		5%	55.00
Floor Underneath	32.40		40%	12.96	32.40		20%	6.48
Body Heater	32.00		25%	8.00	32.00		20%	6.40
Body Hangers	25.00				25.00			

Exhibit 8.

(Continued) ESTIMATED ORIGINAL COST AND DEPRECIATED VALUE OF WESTINGHOUSE CARS

(See I D FOR EXPLANATION OF ORIGINAL COST. DATE EXAMINED MARCH 8 & 9, 1937

Item	CAR NO. 1714 Estimated Orig. Cost	Replacements Required and Cost	% of Deprec. On Balance	Amount of Deprec.	CAR NO. 1715 Estimated Orig. Cost	Replacements Required and Cost	% of Deprec. On Balance	Amount of Deprec.
CAR BODY - INSIDE								
Headlining - Agasote	$ 40.50		30%	$ 12.15	$ 40.50		10%	$ 4.05
Lights-Sockets and Globes	6.30		10%	.63	6.30		10%	.63
Illumination Glass-Side	25.00		40%	10.00	25.00		40%	10.00
Illumination Glass-End	25.00		40%	10.00	25.00		40%	10.00
Hand Straps and Fittings	17.40		30%	5.22	17.40		30%	5.22
Interior Trim	50.00		10%	5.00	50.00		10%	5.00
Glass-including wire door glass	84.84				84.84			
Seats-Longitudinal								
Covering	30.00		30%	15.00	30.00		30%	7.50
Frame Work	15.00				15.00			
Seats-Cross								
Covering	70.00		30%	35.00	70.00		20%	10.00
Mechanism	192.00		30%	96.00	192.00		30%	96.00
Heaters	96.00		30%	48.00	96.00		30%	40.00
Roof Boxes	20.00		20%	5.00	20.00		20%	5.00
Side Sheathing - Agasote	32.00		30%	9.60	32.00		30%	9.60
Floor Body - Wood	38.60		60%	19.36	38.60		30%	9.78
Floor Body - Covering (Heaters)	11.50		10%	1.15	11.50		10%	1.15
Floor Platform -Wood	11.20		60%	6.72	11.20		30%	3.36
Floor Platform Covering (Heaters)	7.85		10%	.79	7.85		10%	.79
Curtains - Side	120.00		30%	60.00	120.00		30%	60.00
Dampers	40.00		10%	4.00	40.00		10%	4.00
Door Mechanism	200.00		20%	40.00	200.00		20%	40.00
Signalite	88.00				88.00			
Gongs	14.00		75%	10.50	14.00		75%	10.50
Windshield Wipers	7.00		10%	.70	7.00		10%	.70
Heaters	80.00		70%	48.00	80.00		60%	48.00
Miscellaneous Equipment	25.00				25.00			

Item	CAR NO. 1714 Estimated Orig. Cost	Replacements Required and Cost	% of Deprec. On Balance	Amount of Deprec.	CAR NO. 1715 Estimated Orig. Cost	Replacements Required and Cost	% of Deprec. On Balance	Amount of Deprec.
CAR BODY								
Center Plates	$ 25.00				$ 25.00			
Frame	150.00		30%	$ 45.00	150.00		20%	$ 30.00
Axles - Driving	140.00		10%	14.00	140.00		10%	14.00
Axles - Pony	25.00		30%	7.50	25.00		30%	7.50
Wheels - Driving	128.00		30%	38.40	128.00		3%	3.84
Wheels - Pony	60.00		60%	36.00	60.00		3%	1.80
Journal Bearing Driver, & Pony	36.00		25%	9.00	36.00		50%	18.00
Pedpal Bearings	11.00		15%	1.65	11.00		15%	1.65
Springs - Elliptic	38.00		75%	28.00	38.00		20%	4.30
Springs - Coil	6.00		75%	4.50	6.00		20%	1.20
Truck - Bolster	40.00		25%	10.00	40.00		25%	10.00
Brake Rigging	95.00		25%	23.75	95.00		25%	23.75
Slack Adjusters	12.00		25%	3.00	12.00		25%	3.00
Turntables								
Bars								
Brake Shoes	3.60		50%	1.80	3.60		50%	1.80
Hand Brake Staff & Ringing	30.00		25%	7.50	30.00		25%	7.50
ELECTRIC EQUIPMENT								
Lightning Arrester	4.00		20%	.80	4.00		20%	.80
Switches (5 GE-46)	18.75		5%	.94	18.75		5%	.94
Controllers (K-6)	300.00		5%	15.00	300.00		5%	15.00
Line Breaker	75.00		25%	18.75	75.00		25%	18.75
Circuit Breaker	15.00		5%	.75	15.00		5%	.75
Rheostats	34.00		60%	20.40	34.00		75%	25.50
Motors (G.E. 803-A)								
Armature	360.00				360.00			
Fields	158.00				158.00			
Brushholders	30.00				30.00			
Commutators	60.00		75%	45.00	60.00		65%	39.00
Armature Bearings	16.00		10%	1.60	16.00		10%	1.60
Axle Bearings	16.00		10%	1.60	16.00		10%	1.60

Exhibit 8.

602

Exhibit 8.

(Continued) - ESTIMATED ORIGINAL COST AND DEPRECIATED VALUE OF [illegible] CAR

(See 1-D FOR EXPLANATION OF ORIGINAL COST. DATE EXAMINED [illegible]

Item	CAR NO. 1714 Estimated Orig. Cost	Replacements Required and Cost	% of Deprec. On Balance	Amount of Deprec.	CAR NO. 1715 Estimated Orig. Cost	Replacements Required and Cost	% of Deprec. On Balance	Amount of Deprec.
ELECTRIC EQUIPMENT - Dept.								
Heaters	$ 35.00		90%	$ 32.00	$ 35.00		90%	$ 32.00
Fixtures	10.00		75%	8.00	10.00		75%	8.00
Door Chimes	10.00		80%	8.00	10.00		80%	8.00
Motor Cables	170.00		80%	30.00	170.00		80%	30.00
Cables	75.00		25%	18.75	75.00		25%	18.75
Car Wiring	80.00		80%	64.00	80.00		80%	64.00
AIR EQUIPMENT								
Brakes	3.00		10%	.30	3.00		10%	.30
Engineer Valve & Parts	30.00		10%	3.00	30.00		10%	3.00
Governor	15.00		5%	.75	15.00		10%	1.50
Piping	40.00		10%	20.00	40.00		10%	20.00
Compressor (US-27)	800.00		10%	80.00	800.00		10%	80.00
Distributor Valve D-3	3.00		10%	.75	3.00		10%	.75
Brake Valves	4.00		20%	.80	4.00		20%	.80
Air Hoses	30.00		30%	9.00	30.00		30%	9.00
Brake Cylinder	60.00		15%	9.00	60.00		10%	6.00
Valves								
Miscellaneous	150.00				150.00			

Year Car [illegible] Year Built [illegible] Date of Inspection [illegible]

Body Builder [illegible]

Truck Builder [illegible]

Motor Manufacturer [illegible]

No. of Motors 2 Type [illegible] H.P. [illegible]

Controllers - No. 2 Type [illegible]

Air Equipment [illegible] Make [illegible] Type [illegible]

Safety Appliances [illegible]

Seating Capacity 44

Type Seats [illegible]

Weight of Car [illegible]

ORIGINAL DIMENSIONS

Length over all including bumpers	[illegible]
Length over vestibule sheathing	[illegible]
Length of each platform over vestibule sheathing	[illegible]
Length over body corner posts	50'
Length of Transverse seats	[illegible]
Length of wheel base of truck	[illegible]
Width over bumpers	9'
Width over posts	[illegible]
Width over drip rail (extreme)	[illegible]
Height from rail to top of floor	[illegible]
Height from floor to top of window rest	[illegible]
Height from rail to top of roof	[illegible]
Height from rail to top of trolley boards	[illegible]
Post centres	[illegible]
Seat centres	[illegible]
Truck centres	[illegible]
Gauge of truck	[illegible]
Diameter of wheels	[illegible]
Height - Floor to Headlining	[illegible]

Actual according to Company Cards

Cost - Body	-	$ 5,218.67
" Trucks	-	[illegible]
" Elec.Equip.	-	1,438.00
" Air	-	[illegible]
Total:		$ 8,218.67

Exhibit 8.

Exhibit 8.

Exhibit 8.

DETAIL SHEET

Car No. 1728 — Year Built 1918 — Date of Inspection March 4, 1927

Body Builder Russell

At Bridgeport, Connecticut

Truck Builder Standard - 0 - 36

Motor Manufacturer General Electric

No. of Motors 2 — Type 228 - L — H.P. 80

Controllers - No. 2 — Type K-6-L

Air Equipment Compressor - Gyro — Make General Electric - General Electric — Type CP-27 M.U.

Safety Appliances P-S Pull Cord Emergency Valve

Seating Capacity 44

Type Seats Transverse - Rattan - 18 Green Seats

Weight of Car 28,000

GENERAL DIMENSIONS

Length over all including bumpers	45' - 3"
Length over vestibule sheathing	44' - 4"
Length of each platform over vestibule sheathing	6' - 2"
Length over body corner posts	30' - 0"
Length of Transverse seats	24"
Length of wheel base of truck	6' - 6"
Width over bumpers	7' - 0"
Width over posts	8' - 3½"
Width over drip rail (extreme)	8' - 4"
Height from rail to top of floor	40"
Height from floor to top of window rail	26"
Height from rail to top of roof	11' - 2"
Height from rail to top of trolley boards	11' - 9"
Dust guards	8' - 2"
Step centers	26"
Truck centers	31' - 11"
Center of trucks	34 - 6"

Actual Cost

Cost - Body	$ 3,512.47
" Trucks	980.00
" Electric Equipment	1,403.00
" Air Equipment	210.00
Total:	$6,313.47

Exhibit 8.

Estimated Original Cost and Depreciated Value of Equipment Items

Date 1 D For Computation of Original Cost. Date Inspected March 3rd & 4th, 1927

Item	Car No. 1728 Estimated Orig. Cost	Replacements Required and Cost	% of Depre. On Balance	Amount of Depree.	Car No. 1728 Estimated Orig. Cost	Replacements Required and Cost	% of Depree. On Balance	Amount of Depree.
CAR BODY - OUTSIDE								
Trolley Wheel	$ 1.00		80%	$ .80	$ 1.00		80%	$ .80
Trolley Harp	6.00				6.00			
Trolley Pole	6.00				6.00			
Trolley Base	25.00		30%	8.50	25.00		30%	8.50
Trolley Base Boards	1.00		20%	.20	1.00		20%	.20
Roof and Deck	211.00				211.00	Canvas & Paint $6.00		
Ventilators Combination Grill	30.00		80%	20.00	60.00		80%	20.00
Letter Board	12.00		30%	3.70	12.00		30%	3.70
Rubber Rail	7.00		30%	1.10	7.00		30%	1.10
Posts - Body	168.00		30%	51.70	168.00		30%	51.70
Posts - Corner Body	60.00		30%	6.20	48.00	1 @ $18.00	30%	4.70
Posts - Vestibule Corner	54.00		30%	3.30	54.00	2 @ $18.00 = $36.00	30%	3.00
Posts - Vestibule Center	30.00		30%	3.00	30.00		30%	3.00
Sash - Upper)								
Sash - Lower)	180.00		30%	55.00	180.00	2 @ $8.50 = $17.00	30%	35.00
Sash - Vestibule	12.00		30%	3.00	12.00		30%	3.00
Sill Rail	26.00		30%	8.00	26.00		30%	8.00
Side Sheathing	98.70		30%	14.81	98.70		30%	14.81
Vestibuld Sheathing	10.00		30%	1.00	10.00	1 @ $10.00	30%	.00
Doors	121.00		30%	30.25	121.00	1-Section @ $18.00	30%	39.25
Underframing	318.00		40%	84.00	318.00		40%	84.00
Steps	8.00		30%	2.40	8.00		30%	2.40
Headlights	10.00		30%	3.00	10.00		30%	3.00
Fenders	80.00		30%	18.00	80.00		30%	18.00
Trolley Catchers	10.00		30%	3.00	10.00		30%	3.00
Roof Steps	8.00				8.00			
Grab Handles								
Destination Signs-Iron								
Painting	110.00		30%	27.20	110.00		30%	27.20
Floor Underneath	30.40		30%	6.12	30.40		40%	8.16
Body Holster	32.00		30%	6.40	32.00		40%	12.80
Body Dampers	28.00				28.00			

Exhibit 8.

(Continued) ESTIMATED ORIGINAL COST AND DEPRECIATED VALUE OF EQUIPMENT CARS

Line 1 to 20 FOR EXPLANATION OF ORIGINAL COST. DATE EXAMINED March 2nd & 4th, 1907

Item	CAR NO. 3718 Estimated Orig.Cost	Replacements Required and Cost	% of Deprec. On Balance	Amount of Deprec.	CAR NO. 3718 Estimated Orig.Cost	Replacements Required and Cost	% of Deprec. On Balance	Amount of Deprec.
CAR BODY - INSIDE								
Headlining - Agasote	$ 40.00		10%	$ 4.00	$ 40.00		10%	$ 4.00
Lights-Sockets and Globes	6.00		10%	.60	6.00		10%	.60
Illumination Lamps-Side	80.00	2 @ $25.00 = $50.00	70%	35.00	80.00		40%	32.00
Illumination Lamps-End	80.00	2 @ $25.00 = $50.00	70%	35.00	80.00		40%	32.00
Hand Straps and Fittings	17.00		50%	8.50	17.00		50%	8.50
Interior Trim	80.00		10%	8.00	80.00		10%	8.00
Glass	84.84				84.84			
Seats-Longitudinal								
Covering	30.00		10%	3.00	30.00		10%	3.00
Frame Part	18.00				18.00			
Seats-Cross								
Covering	72.00		10%	7.20	72.00		10%	7.20
Mohesian	100.00		80%	80.00	100.00		80%	80.00
Heaters	80.00		80%	40.00	80.00		80%	40.00
Grid Bonds	80.00		80%	8.00	80.00		80%	8.00
Side Sheathing - Agasote	80.00		80%	8.00	80.00		10%	4.00
Floor Body - Wood	80.00		80%	8.00	80.00		80%	16.00
Floor Body - Covering (Hardwood)	11.00		10%	1.10				
Floor Platform Wood	11.00		10%	1.10	11.00		10%	1.10
Floor Platform Covering (Hardwood)	9.00		10%	.90				
Curtains - Side	100.00	1 @ $8.00	10%	10.00	100.00		10%	10.00
Brackets	40.00		10%	4.00	40.00		10%	4.00
Body Construction	800.00		80%	40.00	800.00		80%	40.00
Miscellaneous	80.00				80.00			
Lamps	30.00		10%	3.00	30.00		10%	3.00
Miscellaneous Lumber	70.00		10%	7.00	70.00		10%	7.00
Paint	80.00		10%	8.00	80.00		10%	8.00

Exhibit 8.

(Continued) ESTIMATED ORIGINAL COST AND DEPRECIATED VALUE OF EQUIPMENT CARS

Line 21 to 40 FOR EXPLANATION OF ORIGINAL COST. DATE EXAMINED March 2nd & 4th, 1907

Item	CAR NO. 3718 Estimated Orig.Cost	Replacements Required and Cost	% of Deprec. On Balance	Amount of Deprec.	CAR NO. 3718 Estimated Orig.Cost	Replacements Required and Cost	% of Deprec. On Balance	Amount of Deprec.
CAR TRUCKS								
Journal Pedestal	$ 80.00		10%	$ 8.00	$ 80.00		10%	$ 8.00
Frame	200.00		10%	$ 20.00	200.00		10%	$ 20.00
Axles - Motor	80.00		10%	14.00	80.00		10%	14.00
Axles - Rear	80.00		10%	8.00	80.00		10%	7.00
Wheels - Motor	240.00		10%	8.00	240.00		10%	72.00
Wheels - Rear	80.00		10%	8.00	80.00		10%	32.00
Journal Boxes	80.00		10%	8.00	80.00		10%	8.00
Journal Bearings	12.00		10%	1.20	12.00		10%	1.20
Springs - Elliptic	80.00		10%	8.00	80.00		10%	16.00
Springs - Coil	8.00		10%	1.20	8.00		40%	3.20
Truck - Bolster	80.00		10%	20.00	80.00		10%	20.00
Brake Rigging	80.00		10%	32.00	80.00		40%	32.00
Block Actuators	12.00		10%	2.40	12.00		10%	2.40
Turnbuckles								
Bars								
Brake Shoes	8.00		10%	1.20	8.00		10%	1.20
Hand Brake Staff & Rigging	80.00		10%	7.20	80.00		10%	7.20

ELECTRIC EQUIPMENT

Lightning Arrester	4.00		10%	.40	4.00		10%	.40
Switches	10.00		10%	.01	10.00		10%	.01
Controllers K-6	800.00		5%	10.00	800.00		5%	10.00
Line Breaker	75.00		10%	10.00	75.00		10%	10.00
Circuit Breaker	10.00		5%	.50	10.00		5%	.50
Rheostats	84.00		40%	10.00	84.00		40%	32.00
Motors G.E. 800-C								
Armature	800.00				800.00			
Fields	200.00				200.00			
Brushholders	80.00				80.00			
Commutators	80.00		70%	40.00	80.00		70%	40.00
Armature Bearings	12.00		10%	1.20	12.00		10%	1.20
Axle Bearings	12.00		10%	1.20	12.00		10%	1.20

Exhibit 8.

(Continued) ESTIMATED ORIGINAL COST AND DEPRECIATED VALUE OF EQUIPMENT OWNED

(Use I.C. FOR EXPLANATION OF ORIGINAL COST. DATE EXAMINED March 3rd & 4th, 1927

Item	CAR NO. 3716 Estimated Orig.Cost	Replacements Required and Cost	% of Deprec. On Balance	Amount of Deprec.	CAR NO. 3718 Estimated Orig.Cost	Replacements Required and Cost	% of Deprec. On Balance	Amount of Deprec.
MINIMUM EQUIPMENT - Cont.								
Steps	$ 50.00		50%	$ 25.00	$ 50.00		50%	$ 25.00
Trolley	10.00		50%	5.00	10.00		50%	5.00
Door Gongs	25.00		50%	12.50	25.00		50%	12.50
Motor Gongs	100.00		50%	50.00	100.00		50%	50.00
Cables	75.00		50%	37.50	75.00		50%	37.50
Car Wiring	65.00		50%	32.50	65.00		50%	32.50
AIR EQUIPMENT								
Gauges	5.00		10%	.50	5.00		10%	.50
Engineer Valve & Handle	25.00		50%	12.50	25.00		50%	12.50
Governor	10.00		50%	5.00	10.00		50%	5.00
Fitting	20.00		50%	10.00	20.00		50%	10.00
Compressor 8"x8"	250.00		50%	125.00	250.00		50%	125.00
Reservoir-Valve 2-2	50.00		50%	25.00	50.00		50%	25.00
Quaker Valves	5.00		50%	2.50	5.00		50%	2.50
Air Hoses	10.00		50%	5.00	10.00		50%	5.00
Brake Cylinder	20.00		50%	10.00	20.00		50%	10.00
Cocktail	20.00		50%	10.00	20.00		50%	10.00
Miscellaneous	100.00				100.00			

DETAIL SHEET

Car No. 3719 Year Built 1923 Date of Inspection March 4, 1927

Body Builder Brown Manufacturing Co. At Bridgeport, Connecticut

Truck Builder Brownell - Ruhl

Motor Manufacturer General Electric

No. of Motors 4 Type 228-A H.P. 40

Controllers - No. 2 Type Ridd.

Air Equipment Westinghouse & Bowser Make Gen.Electric & Westinghouse Type 50x8 D.V.

Safety Appliances Westinghouse D-2 & Bowser

Seating Capacity 44

Type Seats Brownell cane Rattan

Weight of Car 35,000

GENERAL DIMENSIONS

Length over all including bumpers	48' - 8"
Length over vestibule sheathing	42' - 4"
Length of each platform over vestibule sheathing	6' - 8"
Length over body corner posts	30' - 6"
Length of Transverse seats	34"
Length of wheel base of truck	6' - 6"
Width over bumpers	9' - 0"
Width over posts	8' - 8½"
Width over drip rail (extreme)	8' - 6"
Height from rail to top of floor	40"
Height from floor to top of window rost	28½"
Height from rail to top of roof	11' - 3"
Height from rail to top of trolley boards	11' - 7"
Post centres	5' - 6"
Seat centres	28½"
Truck centres	21' - 11"
Gauge of track	4' - 8½"
Diameter of wheels	34" and 33"
Height - Floor to Headlining	7' - 9"

Actual Cost

Cost - Body	$ 5,818.67
" Trucks	860.80
" Elec.Equip.	1,228.00
" Air Equip.	310.00
Total:	$ 8,218.67

Exhibit 8.

Exhibit 8.

DETAIL SHEET

Car No. [illegible] Year Built [illegible] Date of Inspection [illegible]

Body Builder [illegible] At [illegible]

Truck Builder [illegible]

Motor Manufacturer [illegible]

No. of Motors 2 Type [illegible] H.P. [illegible]

Controllers - No. 2 Type [illegible]

Air Equipment [illegible] Make [illegible] Type [illegible]

Safety Appliances [illegible]

Seating Capacity 44

Type Seats [illegible]

Weight of Car [illegible]

GENERAL DIMENSIONS

Length over all including bumpers	44' - 0"
Length over vestibule sheathing	43' - 6"
Length of each platform over vestibule sheathing	6' - 0"
Length over body corner posts	39'
Length of Transverse seats	34"
Length of wheel base of truck	84"
Width over bumpers	7' - 8"
Width over posts	8' - 7"
Width over drip rail (extreme)	8' - 8"
Height from rail to top of floor	3'6"
Height from floor to top of window rail	2'5"
Height from rail to top of roof	11' - 7 3/8"
Height from rail to top of trolley boards	11' - 10"
Floor centres	9' - 6"
Sash centres	2' - 2"
Window openings	2' - 0"
Number of lights	[illegible]

Actual Cost

Cost - Body	$5,427.00
" Trucks	1,000.00
" Electric Equipment	1,000.00
" Air Equipment	230.00
Total	$8,657.79

Name [illegible] was manufacturer of original car. Date received [illegible]

Item	Est. Orig. Cost	Repairs Required and Cost	# of Depre. On Balance	Amount of Depre.	Est. Orig. Cost	Replacements Required and Cost	% of Depre. On Balance	Amount of Depre.
CAR BODY - INTERIOR:								
Trolley Wheel	$ 3.00		[illegible]	$ .00	$ 3.00		[illegible]	$ .00
Trolley Harp	2.00				2.00			
Trolley Pole	6.00				6.00			
Trolley Base	30.00		[illegible]	2.50	30.00		[illegible]	2.50
Trolley Base Boards	2.00		[illegible]	.25	2.00		[illegible]	.25
Roof and Deck	211.00				211.00			
Ventilators Deck Skylite Sash	60.00		[illegible]	10.00	60.00		[illegible]	10.00
Letter Board	18.00		[illegible]	2.50	18.00		[illegible]	2.50
Water Rail	2.25		[illegible]	1.13	2.25		[illegible]	1.13
Posts - Body	168.00		[illegible]	24.00	168.00		[illegible]	24.00
Posts - Corner Body	48.00		[illegible]	6.00	48.00		[illegible]	12.00
Posts - Vestibule Corner	24.00		[illegible]	3.12	24.00		[illegible]	12.00
Posts - Vestibule Center	30.00		[illegible]	3.00	30.00		[illegible]	3.00
Sash - Upper } Panel & Rail								
Sash - Lower }	180.00		[illegible]	24.00	180.00		[illegible]	24.00
Sash - Vestibule	18.00		[illegible]	2.00	18.00		[illegible]	4.00
Sill Rail	24.00		[illegible]	3.00	24.00		[illegible]	12.00
Side Sheathing	88.00		[illegible]	14.67	88.00		[illegible]	14.67
Vestibule Sheathing	12.00		[illegible]	1.50	12.00		[illegible]	3.00
Doors	180.00		[illegible]	24.00	180.00		[illegible]	24.00
Underframing	315.00		[illegible]	24.00	315.00		[illegible]	120.00
Steps	8.00		[illegible]	2.00	8.00		[illegible]	2.00
Headlight	12.00		[illegible]	2.00	12.00		[illegible]	2.00
Fenders	20.00		[illegible]	10.00	20.00		[illegible]	10.00
Trolley Cushions	10.00		[illegible]	2.00	10.00		[illegible]	2.00
Roof Steps	2.00				2.00			
Grab Handles								
Destination Signs-Iron								
Painting	110.00		[illegible]	22.00	110.00		[illegible]	22.00
Floor Underneath	80.00		[illegible]	2.14	80.00		[illegible]	2.14
Body Bolster	20.00		[illegible]	2.00	20.00		[illegible]	2.00
Body Bumpers	20.00				20.00			

(Continued) ESTIMATED ORIGINAL COST AND REPRODUCTION VALUE OF [illegible]

(Use [illegible] FOR EXPLANATION OF ORIGINAL COST. DATE ESTIMATED March 2, 1937

Item	Cat No. 3710 Estimated Orig. Cost	Cat No. 3710 Replacements Required and Cost	Cat No. 3710 % of Depree. On Balance	Cat No. 3710 Amount of Depree.	Cat No. 3707 Estimated Orig. Cost	Cat No. 3707 Replacements Required and Cost	Cat No. 3707 % of Depree. On Balance	Cat No. 3707 Amount of Depree.
CAR BODY - INSIDE								
Headlining - Monarch	$ 60.00		30%	$ 4.00	$ 60.00		30%	$ 4.00
Lights-Dynamo and Globes	6.00		30%	.60	6.00		30%	.60
Illumination Stone-Side	30.00		30%	30.00	30.00		30%	30.00
Illumination Stone-End	30.00		30%	30.00	30.00		30%	30.00
Hand Straps and Fittings	37.00		30%	3.00	37.00		30%	3.00
Interior Trim	60.00		30%	6.00	60.00		30%	6.00
Glass	59.00				59.00			
Seats-Longitudinal								
Cornering Seats-Inc. [illegible]	60.00		30%	6.00	60.00		30%	6.00
Frame Work	10.00				10.00			
Seats-Cross								
Cornering	100.00		30%	10.00	70.00		30%	7.00
Upholstering	100.00		30%	30.00	100.00		30%	30.00
Heaters	80.00		30%	24.00	80.00		30%	24.00
Head Boxes	30.00		30%	9.00	30.00		30%	9.00
Side Sheathing - Asbestos	30.00		30%	9.00	30.00		30%	9.00
Floor Duck - Heat	30.00		30%	9.00	30.00		30%	9.00
Floor Duck - Cornering -Sheathing					30.00		30%	9.00
Floor Platform -end	10.00		30%	3.00	11.00		30%	3.30
Floor Platform Cornering -Sheathing					11.00		30%	3.30
Buttons - Side	100.00		30%	30.00	9.00		30%	2.70
Bonnets	60.00		30%	18.00	100.00		30%	30.00
Door Hardware	100.00		30%	30.00	60.00		30%	18.00
Photostats	30.00				100.00		30%	30.00
Sundry	30.00				30.00			
Maintenance Allowance	30.00		30%	9.00	30.00		30%	9.00
Electrical Equipment								
Motors - Traction								
Armature	600.00		30%	180.00	600.00		30%	180.00
Fields	300.00		30%	90.00	300.00		30%	90.00
Brushholders	30.00		30%	9.00	30.00		30%	9.00
Commutators	60.00		30%	18.00	60.00		30%	18.00
Armature Bearings	10.00		30%	3.00	10.00		30%	3.00
Axle Bearings	10.00		30%	3.00	10.00		30%	3.00

EXHIBIT 8.

(Continued) ESTIMATED ORIGINAL COST AND CALCULATED VALUE OF [illegible]

(See 1 B FOR EXPLANATION OF ORIGINAL COST. DATE EXHIBIT March 3rd, 1937

Item	CAR NO. 3729 Estimated Orig. Cost	Replacements Required and Cost	% of Depree. On Balance	Amount of Depree.	CAR NO. 3747 Estimated Orig. Cost	Replacements Required and Cost	% of Depree. On Balance	Amount of Depree.
ELECTRIC EQUIPMENT - Cont.								
Gears	$ 90.00		25%	$ 22.50	$ 90.00		25%	$ 22.50
Pinions	18.00		75%	6.00	18.00		40%	7.20
Gear Cases	80.00		40%	6.00	90.00		10%	9.00
Motor Cases	180.00		50%	90.00	180.00		25%	22.50
Axles	90.00		40%	16.75	90.00		25%	16.75
Car Wiring	80.00		25%	10.00	80.00		20%	16.00
AIR EQUIPMENT								
Gauges	5.00		75%	.30	5.00		10%	.50
Engineer Valve & Hoods	30.00		30%	9.00	30.00		25%	9.00
Governor	10.00		10%	1.00	10.00		25%	2.50
Fittings	25.00		25%	25.00	25.00		25%	6.25
Compressor 9D-8T	200.00		5%	100.00	200.00		25%	50.00
Emergency Valve E-2	5.00		10%	.75	5.00		25%	1.25
Brake Valves	4.00		25%	.50	4.00		25%	.75
Air Tanks	10.00		20%	4.00	10.00		20%	.50
Brake Cylinder	20.00		20%	8.00	20.00		20%	4.00
Hoistine							20%	2.00
Miscellaneous	200.00				200.00			

Car No. 3729 Year Built 1920 Date of Inspection March 2, 1937

Body Builder [illegible] Air [illegible]

Motor Manufacturer [illegible]

No. of Motors 2 Type G.E. 264 A H.P. 50

Controllers - No. 2 Type Sprague

Air Equipment [illegible] Type [illegible]

Safety Appliances [illegible]

Seating Capacity 44

Type Seats [illegible]

Weight of Car [illegible]

GENERAL DIMENSIONS

Length over all including bumpers	44' - 8"
Length over vestibule sheathing	42' - 4"
Length of each platform over vestibule sheathing	8' - 8"
Length over body corner posts	30' - 0"
Length of Transverse seats	34"
Length of wheel base of truck	34"
Width over bumpers	9' - 2"
Width over posts	8' - 3"
Width over drip rail (entrance)	8' - 8"
Height from rail to top of floor	[illegible]
Height from floor to top of window rest	[illegible]
Height from rail to top of roof	11' - 11"
Height from rail to top of trolley boards	12' - 8½"
Post centres	2' - 5½"
Seat centres	3' - 0"
Truck centres	22' - 1"
Gauge of track	4' - 8½"
Diameter of wheels	34" and 33"
Height - Floor to Headlining	7' - 0"

Actual Cost

Cost - Body	-	$ 3,447.29
" Trucks	-	880.30
" Elec. Equip.	-	1,286.00
" Air Equip.	-	316.00
Total:		$ 5,929.79

Exhibit 8.

Exhibit 8.

DETAIL SHEET

Car No. 3750 — Year Built 1913 — Date of Inspection March 2, 1927

Body Builder Geared-Bowling Car Company — At Bridgeport, Connecticut

Truck Builder Standard - G 1-44

Motor Manufacturer General Electric

No. of Motors 4 — Type 200-A — H.P. 50

Controllers - No. 2 — Type K-6-A

Air Equipment Westinghouse - Gyroscope — Make General Electric - General Electric — Type GE-67 A.L.

Safety Appliances Westinghouse K-2 Gyroscope

Seating Capacity 44

Type Seats Transverse wood rattan - 14 Jones seats

Weight of Car 85,000

GENERAL DIMENSIONS

Length over all including bumpers	46' - 0"
Length over vestibule sheathing	42' - 0"
Length of each platform over vestibule sheathing	3' - 0"
Length over body corner posts	39'
Length of Transverse seats	24"
Length of wheel base of truck	24"
Width over bumpers	9' - 2"
Width over posts	8' - 8"
Width over drip rail (between)	8' - 8"
Height from rail to top of floor	2'-8"
Height from floor to top of window rail	3'-6"
Height from rail to top of roof	11' - 11"
Height from rail to top of trolley boards	13' - 6"
Floor thickness	2" - 2½"
Sheet thickness	16" - 18"
Thickness of panels	3" - 3"
Thickness of sheets	16" - 18"
Material of frames	Steel and Iron

Total Cost

Cost - Body	$6,647.29
" Trucks	993.57
" Electric Equipment	1,800.00
" Air Equipment	330.00
Total:	$9,770.79

Car No. 3750

Item	Estimated Orig. Cost	Replacements Required and Cost	$ of Repairs - On Estimate	Amount of Repairs	Estimated Orig. Cost	Replacements Required and Cost	$ of Repairs - On Estimate	Amount of Repairs
CAR BODY - OUTSIDE								
Trolley Pool	$ 3.00		75%	$ .90	$ 3.00		75%	$ .90
Trolley Base	2.00				2.00			
Trolley Pole	4.00				4.00			
Trolley Base	20.00		75%	6.00	20.00		75%	6.00
Trolley Base Sockets	2.00		25%	.50	2.00		25%	.50
Roof and Canvas	253.00	Labor Renewing Roof Sh.			253.00	Canvas & Paint $6.00		
Ventilators and Trolley Hall	30.00		50%	30.00	30.00		50%	30.00
Letter Board	10.00		50%	5.00	10.00		50%	5.00
Gutter Rail	2.00		50%	1.00	2.00		50%	1.00
Posts - Body	100.00		50%	50.00	100.00	7 @ $11.00 = $84.00	50%	50.00
Posts - Corner Body	15.00		50%	10.00	15.00	2 @ $14.00 = $28.00	50%	5.00
Posts - Vestibule Corner	24.00		50%	12.00	24.00	1 @ $24.00	50%	12.00
Posts - Vestibule Center	24.00		50%	12.00	24.00	2 @ $ 6.00 = $12.00	50%	6.00
Sash - Upper								
Sash - Lower	100.00		50%	50.00	100.00	10 @ $6.00 = $60.00	50%	30.00
Sash - Vestibule	10.00		50%	5.00	10.00	2 @ $6.00 = $12.00	50%	6.00
Grit Rail	20.00		50%	10.00	20.00		50%	5.00
Side Sheeting	70.00	2 Sect. @ $35. = $70.00	50%	35.00	70.00	2 Sect. @ $35. = $70.00	50%	35.00
Vestibule Sheeting	10.00		50%	5.00	10.00		50%	5.00
Doors	168.00	1 Sect. @ $33. = $33.00	50%	33.00	168.00	2 Sect. @ $33. = $66.00	50%	49.50
Underframing	310.00		50%	155.00	310.00		50%	155.00
Steps -	5.00		50%	5.00	5.00		50%	5.00
Headlights	10.00		50%	10.00	10.00		50%	10.00
Fenders	80.00		50%	40.00	80.00		50%	40.00
Trolley Catchers	10.00		50%	5.00	10.00		50%	5.00
Roof Steps	5.00				5.00			
Grab Handles								
Destination Signs-Dye								
Painting	110.00		50%	55.00	110.00		50%	55.00
Floor Underneath	20.40		75%	6.12	20.40		75%	15.24
Body Bolster	10.00		25%	2.50	10.00		25%	10.00
Bolt Hangers	20.00				20.00			

(Continued) ESTIMATED ORIGINAL COST AND REPRODUCTION VALUE OF Retirement Item

Item (3) FOR EXPLANATION OF ORIGINAL COST. DATE SHARON March 3 and 4, 1937

Item	CAR NO. 3709 Estimated Orig. Cost	Replacements Required and Cost	% of Depree On Balance	Amount of Depree.	CAR NO. 3709 Estimated Orig. Cost	Replacements Required and Cost	% of Depree. On Balance	Amount of Depr
CAR BODY - STEEL								
Steel Sides - [illegible]	$ 40.00		30%	$ 4.00	$ 40.00		30%	$ 24.00
Sides-Steel [illegible] Sides	4.00		30%	.60	4.00		30%	.60
Illumination Sides-Gas	80.00	2 Burners @ $20, 2 @ $5.00	30%	30.00	90.00		30%	54.00
Illumination Floor-Gas	80.00	"	30%	24.00	80.00		30%	24.00
Roof Stakes and Fittings	37.00		30%	11.10	37.00		30%	22.20
Lettering Side	20.00		30%	6.00	20.00		30%	6.00
Glass	24.24		30%	7.27	20.00		30%	6.00
					24.24			
Body-Longitudinal								
Carrying Rods-Longitudinal	20.00		30%	6.00	20.00		30%	6.00
Truss Rod	16.00				16.00			
Body-Cross								
Carrying	100.00		30%	30.00	90.00		30%	9.00
Reinforce	100.00		30%	30.00	100.00		30%	30.00
Posters (Gas Only)	80.00		30%	24.00	80.00		30%	24.00
Coal Doors	80.00		30%	8.00	80.00		30%	8.00
Side Sheathing - Inside	80.00		30%	8.00	80.00		30%	8.00
Floor Duty - Steel	80.00		30%	8.00	80.00		30%	8.00
Floor Duty - Composition	30.00		30%	9.00	80.00		30%	24.00
Floor Platform Steel	30.00		30%	3.00				
Floor Platform Composition	9.00		30%	6.00	30.00		30%	9.00
Partition - Side			30%	.60				
Running		1 @ $2.00	30%	30.00		2 @ $2.00 = $37.00	30%	30.00
Door Fastening			30%	6.00			30%	6.00
Grabirons			30%	30.00			30%	30.00
Steps								
Platforms - Steel								
Platforms								

Item	CAR NO. 3709 Estimated Orig. Cost	Replacements Required and Cost	% of Depree On Balance	Amount of Depree.	CAR NO. 3709 Estimated Orig. Cost	Replacements Required and Cost	% of Depree. On Balance	Amount of Depr
CAR TRUCKS								
Journal Bearing	$ 100.00		30%	$ 30.00	$ 100.00		30%	$ 30.00
Frame - Pedestal	200.00		30%	60.00	200.00		30%	60.00
Spring - Elliptic	80.00		30%	24.00	80.00		30%	24.00
Wheels - Steel	100.00		30%	30.00	100.00		30%	30.00
Wheels - Iron	100.00		30%	30.00	80.00		30%	24.00
Journal Boxes	80.00		30%	8.00	80.00		30%	8.00
Pedestal Bearings	11.00		30%	1.65	11.00		30%	1.65
Bearings - Elliptic	80.00		30%	24.00	80.00		30%	8.00
Bearings - Coil	6.00		30%	6.00	6.00		30%	1.80
Truck - Pedestal	80.00		30%	24.00	80.00		30%	24.00
Truck Bearing	80.00		30%	24.00	80.00		30%	24.00
Truck Arbitrary	30.00		30%	9.00	16.00		30%	9.00
Trunnions								
Bars								
Brake Shoes	8.00		30%	1.20	8.00		30%	1.20
Hand Brake Staff & Fitting	20.00		30%	4.00	20.00		30%	4.00
ELECTRIC EQUIPMENT								
Lightning Arrester	4.00		30%	.60	4.00		30%	.60
Switches	16.75		5%	.84	16.75		5%	.84
Controllers Set	200.00		5%	10.00	200.00		5%	10.00
Line Breaker	75.00		30%	10.75	75.00		30%	10.75
Circuit Breaker	10.00		5%	.75	10.00		5%	.75
Rheostats	24.00		30%	37.00	24.00		30%	20.40
Motors G.E. 800-2								
Armature	200.00				200.00			
Fields	100.00				100.00			
Brushholders	20.00				20.00			
Commutators	80.00		70%	56.00	80.00		70%	56.00
Armature Bearings	16.00		30%	1.60	16.00		30%	4.80
Axle Bearings	16.00		30%	1.60	16.00		30%	4.80

Exhibit 8.

Exhibit 8.

(Continued) ESTIMATED ORIGINAL COST AND DEPRECIATED VALUE OF [illegible]

(See [illegible] FOR EXPLANATION OF ORIGINAL COST. DATE EXAMINED [illegible]

Item	CAR NO. [illegible] Estimated Orig.Cost	Replacements Required and Cost	% of Deprec. On Balance	Amount of Depree.	CAR NO. [illegible] Estimated Orig.Cost	Replacements Required and Cost	% of Depree. On Balance	Amount of Depree.
ELECTRIC EQUIPMENT - Cont.								
Heaters	$ 30.00		[illegible]	$ 10.00	$ [illegible]		[illegible]	$ [illegible]
Fixtures	18.00		[illegible]	6.00	[illegible]		[illegible]	[illegible]
Rear Cocks	30.00		[illegible]	5.00	[illegible]		[illegible]	[illegible]
Motor Cocks	180.00		[illegible]	30.00	[illegible]		[illegible]	[illegible]
Cables	75.00		[illegible]	12.50	[illegible]		[illegible]	[illegible]
Car Wiring	60.00		[illegible]	10.00	[illegible]		[illegible]	[illegible]
AIR EQUIPMENT								
Gauges	5.00		[illegible]	.50	[illegible]		[illegible]	[illegible]
Emergency Valve & Handle	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Governor	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Piping	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Compressor	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Reservoir Valve E-2	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Safety Valves	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Air Hoses	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Brake Cylinder	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
[illegible]	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]

Exhibit 8.

712

[illegible] Date Built [illegible] Date of Inspection [illegible]

[illegible] At [illegible]

No. of Motors 2 Type [illegible] H.P. [illegible]

Controllers - No. 2 Type [illegible]

Air Equipt. of Compressor - Westinghouse Type [illegible]

Safety Appliances Hall-Emergency valve

Seating Capacity 44

Type Seats Spencerian - Rattan - 12 Cross Seats

Weight of Car [illegible]

ORIGINAL DIMENSIONS

Length over all including bumpers	44' - 8"
Length over vestibule sheathing	43' - 4"
Length of each platform over vestibule sheathing	5' - 8"
Length over body corner posts	29'
Length of Transverse seats	28"
Length of wheel base of truck	8'6"
Width over bumpers	9' - 2"
Width over posts	8' - 7"
Width over drip rail (extreme)	8' - 8"
Height from rail to top of floor	2'9½"
Height from floor to top of window seat	2'8½"
Height from rail to top of roof	11' - 1½"
Height from rail to top of trolley boards	11' - 10"
Post centres	2' - 8½"
Seat centres	3' - 3"
Truck centres	22' - 1"
Gauge of track	4' - 8½"
Diameter of wheels	34" and 28"
Height - Floor to Headlining	7' - 9"

	Actual Cost
Cost - Body	$3,447.89
" Trucks	880.80
" Electrical Equipment	1,888.00
" Air Equipment	210.00
Total:	$6,680.79

Exhibit 8.

713

DETAIL SHEET

Car No. 3984 — Year Built 1928 — Date of Inspection March 6, 1929

Body Builder [illegible] Car Company — At Bridgeport, Connecticut

Truck Builder Standard - 8 - 26

Motor Manufacturer General Electric

No. of Motors 2 — Type 252 I — H.P. 88

Controllers - No. 1 — Type K-8 I

Air Equipment [illegible] — Make General Electric - Sp. Electric — Type GE-67 M.U.

Safety Appliances [illegible]-8 Emergency valve

Seating Capacity 44

Type Seats Transverse - Fantasote over cotton - 18 Spring Seats

Weight of Car 85,000

GENERAL DIMENSIONS

Length over all including bumpers	51' - 8"
Length over vestibule sheathing	48' - 0"
Length of end platform over vestibule sheathing	4' - 0"
Length over body corner posts	39'
Length of Transverse seats	8'
Length of wheel base of truck	6'
Width over bumpers	9' - 0"
Width over posts	8' - 8"
Width over drip rail - (between)	8' - 8"
Height from rail to top of floor	[illegible]
Height from floor to top of window post	[illegible]
Height from rail to top of sash	12' - 3"
Height from rail to top of [illegible] bonnets	13' - 2"
Truck centers	34' - 6"
Axle centers	5' - 0"

Actual Cost

Cost - Body	$9,467.89
" Trucks	5804.80
" Electrical Equipment	1,892.00
" Air Equipment	810.00
Total:	$18,080.79

Exhibit 8.

Exhibit 8.

Item	Unexpired duty claim	Replacements Required and Cost	% of Depre. on Balance	Amount of Depre.	Unexpired duty claim	Replacements Required and Cost	% of Depre. on Balance	Amount of Depre.
Car Body - Outside								
Sealing (end)	$ 3.60		80%	$ .40	$ 3.60		70%	$ .30
Sealing (side)	6.00				6.00			
Sealing (roof)	4.00				4.00			
Posts (end)	30.00		20%	5.70	30.00		10%	2.70
Posts (side)	3.30		20%	.60	3.30		10%	.30
Posts (end door)	3.30				311.00	Repairs & Paint $8.50		
Roof (at Corner)	311.00	Repairs & Paint $8.50			60.00		50%	30.00
Ventilators (end) Utility Grill	60.00		30%	18.00	18.00		10%	2.70
Letter Board	18.00		80%	3.60	7.65		40%	3.06
Grab Rail	7.65		30%	2.30	146.00	12 @ $12. = $144.00	40%	45.00
Posts - Body	146.00	6 @ 12. = $72.00	40%	72.00	18.00	3 @ $16. = $5.00	40%	6.30
Posts - Corner Body	18.00	3 @ $5. = $15.00	40%	6.30	30.00	3 @ $15. = $45.00	40%	10.80
Posts - Vestibule Corner	30.00	2 @ $15. = $30.00	40%	10.80	80.00		40%	18.00
Posts - Vestibule Center	80.00		40%	18.00				
Sash - Door) metal-ex-wood								
Sash - Lower	180.00	1 @ 80. = 80.00	30%	18.75	180.00	11 @ 80. = 880.00	30%	18.75
Sash - Vestibule	15.00	1 @ $3.50 = $10.50	30%	3.75	15.00	5 @ $3.50 = $17.50	80%	8.00
Sill Sill	86.00		80%	5.80	86.00		40%	10.40
Side Vestibule	98.70	4 @ $10. = $40.00	40%	34.56	98.70	8 @ $10.= $80.00	40%	85.80
Vestibule Sheathing	12.00	1 @ $10.	80%	3.07	12.00		40%	7.32
Doors	181.00	6 Sect. @ $12. = $72.00	30%	87.00	181.00	3 Sect. @ $12. = $36.00	30%	88.60
Doors	315.00		80%	170.00	315.00		60%	189.00
Undercarriage	8.00		30%	2.40	8.00		30%	2.40
Steps	8.00		30%	2.40	15.00		40%	6.00
Headlights	15.00		30%	3.75	60.00		70%	45.00
Fenders	60.00		30%	30.00	30.00		30%	7.50
Trolley Catchers	15.00		40%	6.00	8.00			
Roof Strips	8.00							
Grab Handles								
Destination Signs-Iron								
Painting	110.00		80%	87.50	110.00	[illegible]	80%	87.50
Floor Underneath	30.40		40%	12.00	30.40		40%	12.00
Body Exterior	38.00		70%	22.40	38.00			
Body Bumpers	85.00				85.00			

(Continued)

For ____ I.R. ____ FOR EXPLANATION OF GENERAL COST. ____

Item	Old No. 1750 Estimated Orig.Cost	Old No. 1750 Replacements Required and Cost	Old No. 1750 % of Depree. On Balance	Old No. 1750 Amount of Depree.	Old No. 1750 Estimated Orig.Cost	Old No. 1750 Replacements Required and Cost	Old No. 1750 % of Depree. On Balance	Old No. 1750 Amount of Depree.
Old Body - Steel:								
Ventilator - Arch	$ 10.00		30%	$ 10.15	$ 10.00		30%	$ 30.00
Lights-Marker and Clearance	4.00		30%	.60	4.00		30%	.60
Illumination Lamps-Side	35.00	2 Sockets @ $2.50 = $5.00	80%	32.00	35.00		80%	28.00
Illumination Lamps-End	35.00		80%	28.00	35.00		80%	28.00
Mud Flaps and Fittings	17.00		50%	17.50	35.00		50%	17.50
Interior Trim	35.00		50%	8.00	17.00		50%	8.00
Glass	35.00		10%	3.00	30.00		10%	3.00
Seats-Installations)					30.00			
Operating	30.00							
Front Seat	15.00		30%	3.00	10.00	(Seat, leather over Button)	10%	1.00
Seats-Press					15.00			
Operator	70.00							
Instructor	100.00		30%	7.00	100.00		30%	10.00
Counters (16 Gals)	95.00		90%	95.00	100.00		90%	95.00
Mail Boxes	30.00		90%	30.00	95.00		90%	30.00
Gas Gauge-Air - Approx	30.00		90%	1.00	30.00		90%	30.00
Floor Duty - Wood	30.00		30%	3.00	30.00		30%	3.00
Floor Duty - Covering (Linoleum)			90%	14.50	30.00		90%	14.50
Floor Platform -Wood	35.00				35.00		30%	3.50
Floor Platform Covering (Linoleum)			90%	9.00	35.00		90%	9.00
Curtains - Side	200.00	2 @ $50.00 = $100	90%	90.00	200.00	2 @ $50.00	90%	90.00
Bumpers	40.00		90%	4.00	40.00		90%	4.00
Bumper Guards	100.00		90%	90.00	100.00		90%	90.00
Miscellaneous	100.00		90%	90.00	100.00		90%	90.00

Item	Old No. 1750 Estimated Orig.Cost	Old No. 1750 Replacements Required and Cost	Old No. 1750 % of Depree. On Balance	Old No. 1750 Amount of Depree.	Old No. 1750 Estimated Orig.Cost	Old No. 1750 Replacements Required and Cost	Old No. 1750 % of Depree. On Balance	Old No. 1750 Amount of Depree.
Old Running Gear:								
Spring Brakes	$ 275.00				$ 300.00			
Pistons	200.00		90%	$ 97.00	100.00		90%	97.00
Axles - Driving	140.00		60%	84.00	140.00		60%	84.00
Axles - Front	80.00		30%	8.00	80.00		30%	8.00
Wheels - Driving	320.00		90%	88.50	320.00		90%	88.50
Wheels - Rear	80.00		90%	32.00	80.00		90%	32.00
Journal Boxes	90.00		90%	9.00	90.00		90%	7.00
Journal Bearings	11.00		30%	1.00	11.00		10%	1.00
Springs - Elliptic	30.00		60%	10.00	30.00		10%	10.00
Springs - Coil	6.00		60%	3.60	6.00		10%	2.10
Truck - Selator	40.00		60%	24.00	40.00		30%	12.00
Brake Rigging	90.00		90%	81.75	90.00		90%	81.75
Slack Adjusters	10.00		90%	3.00	10.00		90%	3.00
Turnbuckles								
Levers								
Brake Shoes	3.60		90%	1.00	3.60		90%	1.80
Hand Brake Staff & Rigging	30.00		15%	4.50	30.00		15%	4.50
ELECTRIC EQUIPMENT								
Lightning Arrester	4.00		10%	.40	4.00		10%	.40
Switches	18.75		5%	.75	18.75		5%	.75
Controllers	300.00		5%	15.00	300.00		5%	15.00
Line Breaker	75.00		25%	18.75	75.00		25%	18.75
Circuit Breaker	15.00		5%	.75	15.00		5%	.75
Rheostats	34.00		50%	20.40	34.00		50%	17.00
Motors								
Armature	160.00				160.00			
Fields	150.00				150.00			
Brushholders	30.00				30.00			
Commutators	60.00		60%	32.00	60.00		60%	32.00
Armature Bearings	16.00		10%	1.60	16.00		10%	1.60
Axle Bearings	16.00		10%	1.60	16.00		10%	1.60

(Continued) REVISED GENERAL COST AND REVISED VALUE OF [illegible]

Plan [illegible] FOR EXPLANATION OF GENERAL COST. AGE RENDERED MARCH 4, 1937

Item	CAR NO. [illegible] Estimated Orig.Cost	Replacements Required and Cost	% of Depree. On Balance	Amount of Depree.	CAR NO. 2984 Estimated Orig.Cost	Replacements Required and Cost	% of Depree. On Balance	Amount of Depree.
MOTOR EQUIPMENT - Cont.								
Motors	$ 90.00		50%	$ 45.00	$ 90.00		50%	$ 45.00
Fenders	10.00		40%	4.00	10.00		40%	4.00
Gear Cases	30.00		10%	3.00	30.00		10%	3.00
Motor Tubes	150.00		20%	30.00	150.00		20%	30.00
Cables	75.00		20%	15.75	75.00		20%	15.75
Gear Cables	60.00		20%	12.00	60.00		20%	12.00
AIR EQUIPMENT								
Motors	5.00		10%	.50	5.00		10%	.50
Governor Valve & Handle	100.00		10%	9.00	90.00		10%	9.00
Governor	10.00		7%	.75	10.00		7%	.75
Fittings	50.00		10%	10.00	50.00		20%	10.00
Compressor	200.00		10%	20.00	200.00		10%	20.00
Reservoir Valve B-2	8.00		7%	.75	8.00		10%	.75
Brake Valves	8.00		10%	.80	8.00		10%	.80
Air Tanks	14.00		20%	2.80	14.00		20%	2.80
Motor Brake Shoe	20.00		20%	4.00	20.00		20%	4.00
Governor	10.00		10%	1.00	10.00		10%	1.00
Reservoir	20.00		10%	2.00	20.00		10%	2.00

REPAIR SHEET

Car No. [illegible] Year Built [illegible] Date of Inspection [illegible]

Body Builder [illegible]

Truck Builder [illegible]

Motor Manufacturer [illegible]

No. of Motors 4 Type [illegible] H.P. [illegible]

Controllers - No. 2 Type [illegible]

Air Equipment [illegible] Make [illegible] Type [illegible]

Safety Appliances [illegible]

Seating Capacity 44

Type Seats [illegible]

Weight of Car [illegible]

GENERAL DIMENSIONS

Length over all including bumpers	64' - 6"
Length over vestibule sheathing	48' - 6"
Length of each platform over vestibule sheathing	8' - 0"
Length over body corner posts	39'
Length of Transverse seats	34"
Length of wheel base of truck	8'6"
Width over bumpers	9' - 2"
Width over posts	8' - 2"
Width over drip rail (extreme)	8' - 6"
Height from rail to top of floor	2'6"
Height from floor to top of window rest	2'6"
Height from rail to top of roof	11' - 1"
Height from rail to top of trolley boards	11' - 8"
Post centres	2' - 6"
Seat centres	3' - 3"
Truck centres	2'1" - 1"
Gauge of track	4' - 8½"
Diameter of wheels	34" and 33"
Height - Floor to Headlining	7' - 3"

Actual Cost

Cost Body	$5,447.80
" Trucks	820.20
" Electric Equipment	1,288.00
" Air Equipment	310.00
Total:	$8,680.79

DETAIL SHEET

Car No. 3795 Year Built 1910 Date of Inspection March 8, 1927

Body Builder [illegible] At Bridgeport, Connecticut

Truck Builder Standard - 8 - 36

Motor Manufacturer General Electric

No. of Motors 4 Type 258-A H.P. 50

Controllers - No. 2 Type K-6

Air Equipment Westinghouse - Westinghouse Make General Electric - General Electric Type GE-27 M.U.

Safety Appliances K-2 Emergency Valve

Seating Capacity 54

Type Seats Transverse - Rattan

Weight of Car 56,000

GENERAL DIMENSIONS

Length over all including bumpers	46' - 5"
Length over vestibule sheathing	45' - 5"
Length of each platform over vestibule sheathing	7' - 3"
Length over body corner posts	33' - 3"
Length of Transverse seats	8'0"
Length of wheel base of truck	8'6"
Width over bumpers	9' - 3"
Width over posts	8' - 3"
Width over dirty sill (Extreme)	8' - 3"
Height from rail to top of floor	[illegible]
Height from floor to top of window post	[illegible]
Height from rail to top of roof	12' - 10"
Height from rail to top of trolley board	13' - 10"
Roof Radius	[illegible]
Roof Radius	[illegible]

Actual Cost

Car Body	$6,447.00
" Truck	950.00
" Electric Equipment	2,000.00
" Air Equipment	330.00
Total:	$9,680.79

Date [illegible] Car Inspected or Estimate Made Date Received March 8, 1927

Item	Estimated Weight Lbs.	Date No. 3795 Replacements Required and Made	$ of Expense in Balance	Amount of Expense.	Estimated Weight Lbs.	Date No. 3795 Replacements Required and Kept	$ of Expense in Balance	Amount of Expense.
Sub FRET - REPAIRS								
Weather Board	$ 3.00		[illegible]	$ [illegible]	$ 3.00		[illegible]	$ [illegible]
Kicking Strip	2.00				2.00			
Kicking Plate	2.00				2.00			
Trolley Pole	30.00		[illegible]	2.50	30.00		[illegible]	2.50
Trolley Pole Reverse	2.00		[illegible]	.50	2.00		[illegible]	.50
Roof and Canvas	211.00				211.00	Whole Renewed, Labor &		
Vestibuled Ends, Exterior	60.00		[illegible]	20.00	60.00		[illegible]	60.00
Letter Board	10.00		[illegible]	7.50	10.00		[illegible]	10.00
Motor Hood	7.00		[illegible]	2.50	7.00		[illegible]	2.50
Posts - Body	105.00	2 @ $12.00 = $24.00	[illegible]	40.00	105.00	12 @ $12.00 = $144.00	[illegible]	97.00
Posts - Corner Body	40.00	4 @ $10.00 = $ 20.00			40.00	4 @ $10.00 = $ 20.00		
Posts - Vestibule Corner	24.00	1 @ $18.00	[illegible]	10.00	24.00	3 @ $10.00 = $ 40.00	[illegible]	4.00
Posts - Vestibule Center	20.00	2 @ $ 6.00 = $ 24.00	[illegible]	5.00	20.00		[illegible]	10.00
Sash - Upper } Metal and								
Sash - Lower } Wood.	180.00	7 @ $ 5.00 = $ 35.00	[illegible]	21.00	180.00	12 @ $9.00 = $108.00	[illegible]	93.00
Sash - Vestibule	10.00	1 @ $ 3.00 = $ 10.00	[illegible]	3.75	10.00	4 @ $3.50 = $ 14.00	[illegible]	3.50
Belt Rail	20.00		[illegible]	7.00	20.00		[illegible]	10.00
Side Sheathing	98.70	4 @ $10.00 = $40.00	[illegible]	10.00	98.70	1 @ $10.00	[illegible]	40.00
Vestibule Sheathing	12.50		[illegible]	1.25	12.50		[illegible]	6.25
Posts	121.00		[illegible]	24.20	121.00	2 @ $12.00 = $24.00	[illegible]	11.04
Underframing	210.00		[illegible]	120.75	210.00		[illegible]	90.00
Steps	9.00		[illegible]	2.40	9.00		[illegible]	2.40
Headlights	15.00		[illegible]	4.00	15.00		[illegible]	3.00
Fenders	80.00		[illegible]	40.00	80.00		[illegible]	40.00
Trolley Catchers	10.00		[illegible]	4.00	10.00		[illegible]	2.00
Roof Stops	2.00				2.00			
Grab Handles								
Destination Signs-Iron	0'0							
Painting	110.00		[illegible]	27.50	110.00		[illegible]	27.50
Floor Underneath	20.40		[illegible]	10.20	20.40		[illegible]	10.20
Body Saloon	32.00		[illegible]	24.00	32.00		[illegible]	16.00
Body Dampers	32.00				32.00			

Exhibit 8.

Exhibit 8.

(Continued)

Reference Schedule with All Retirements Made of Original Cost

Item 17 FOR EXPLANATION OF ORIGINAL COST. DATE CHANGED March 2, 1937

Item	GAI NO. [illegible] Estimated Orig. Cost	Replacements Required and Cost	% of Depres. On Balance	Amount of Depres.	GAI NO. 1936 Estimated Orig. Cost	Replacements Required and Cost	% of Depres. On Balance	Amount of Depres.
CAR BODY - INSIDE								
Headlining - Ceiling	$ 40.00		25%	$ 10.00	$ 40.00		25%	$ 10.00
Lights-Portable and Globes	6.00		5%	.30	6.00		5%	.30
Illumination Fixtures-Side	80.00		40%	32.00	80.00		50%	40.00
Illumination Fixtures-End	40.00		40%	16.00	40.00		40%	16.00
Hand Straps and Fittings	25.00		40%	10.00	25.00		40%	10.00
Interior Trim	80.00		10%	8.00	80.00		10%	8.00
Glass	60.00				60.00			
Seats-Longitudinal								
Covering (Hair-Leather)	40.00		10%	4.00	40.00		10%	4.00
Frame Work	30.00				30.00			
Seats-Cross								
Covering	100.00		10%	10.00	75.00		10%	7.50
Upholstery	100.00		50%	50.00	100.00		50%	50.00
Posters (Ad Cards)	60.00		40%	24.00	60.00		40%	24.00
Coat Hooks	20.00		25%	5.00	20.00		25%	5.00
Sill Moulding - Aprons	20.00		20%	4.00	20.00		20%	4.00
Floor Body - Wood	80.00		40%	32.00	80.00		40%	32.00
Floor Body - Covering (Linoleum)					11.00		10%	1.10
Floor Platform Wood	11.00		40%	4.40	11.00		40%	4.40
Floor Platform Covering (Linoleum)					7.00		30%	.70
Vestibule - Side	100.00	2 @ 5.00 = 10.00	40%	40.00	100.00	2 @ 10.00 = 20.00	60%	60.00
Steps	40.00		20%	8.00	40.00		20%	8.00
Door Mechanism	200.00		40%	80.00	200.00		40%	80.00
Platforms	50.00				50.00			
Steps	12.00		50%	6.00	12.00		50%	6.00
Vestibule Doors	70.00		50%	35.00	70.00		50%	35.00
Gangways	70.00		10%	7.00	70.00		10%	7.00
Platforms	70.00		10%	7.00	70.00		10%	7.00

Item	Estimated Original Cost	Replacements Required and Cost	% of Depres. On Balance	Amount of Depres.	Estimated Original Cost	Replacements Required and Cost	% of Depres. On Balance	Amount of Depres.
CAR TRUCKS								
Center Plates	$ 20.00				$ 20.00			
Frame	200.00		20%	$ 40.00	200.00		20%	$ 40.00
Wheel - Diameter	180.00		30%	54.00	180.00		30%	54.00
Axles - Type	80.00		10%	8.00	80.00		10%	8.00
Wheels - Material	220.00		10%	22.00	110.00		20%	22.00
Wheels - Type	80.00		10%	8.00	80.00		40%	32.00
Journal Boxes	80.00		40%	32.00	80.00		40%	32.00
Journal Bearings	10.00		10%	1.00	10.00		50%	5.00
Springs - Elliptic	80.00		10%	8.00	80.00		10%	8.00
Springs - Coil	4.00		10%	.40	4.00		10%	.40
Truck - Bolster	60.00		20%	12.00	60.00		20%	12.00
Brake Rigging	60.00		40%	24.00	60.00		40%	24.00
Block Adjusters	10.00		40%	4.00	10.00		40%	4.00
Turnbuckles								
Nuts								
Brake Shoes	8.00		20%	1.60	8.00		20%	1.60
Hand Brake Staff & Pinion	20.00		10%	2.00	20.00		10%	2.00
LIGHTS: EQUIPMENT								
Lightning Arrester	4.00		10%	.40	4.00		10%	.40
Switches	30.00		2%	.60	30.00		2%	.60
Controllers	200.00		5%	10.00	200.00		5%	10.00
Line Breaker	30.00		20%	20.00	30.00		20%	10.00
Circuit Breaker	10.00		5%	.50	10.00		5%	.50
Rheostats	30.00		20%	20.00	30.00		20%	12.00
Motors								
Armature	200.00				200.00			
Fields	150.00				150.00			
Brushholders	30.00				30.00			
Commutators	80.00		50%	40.00	80.00		50%	40.00
Armature Bearings	10.00		10%	1.00	10.00		10%	1.00
Axle Bearings	10.00		10%	1.00	10.00		10%	1.00

(Continued) ESTIMATED ORIGINAL COST AND DEPRECIATED VALUE OF [illegible]

(See I.D. FOR EXPLANATION OF ORIGINAL COST. DATE EXAMINED March 8, 1937

Item	CAR NO. 1750 Estimated Orig. Cost	Replacements Required and Cost	% of Depree. on Balance	Amount of Depree.	CAR NO. 1786 Estimated Orig. Cost	Replacements Required and Cost	% of Depree. on Balance	Amount of Depree.
ELECTRIC EQUIPMENT - Cont.								
Gears	$ 80.00		[illegible]	$ 25.00	$ 80.00		[illegible]	
Pinions	16.00		[illegible]	[illegible]	16.00		[illegible]	$ 25.00
Gear Cases	35.00		[illegible]	[illegible]	35.00		[illegible]	7.00
Motor Cases	120.00		[illegible]	5.00	120.00		[illegible]	5.00
Axles	75.00		[illegible]	60.00	120.00		[illegible]	30.00
Car Wiring	45.00		[illegible]	14.75	75.00		[illegible]	14.75
			[illegible]	15.00	45.00		[illegible]	15.00
AIR EQUIPMENT								
Gauges	5.00		[illegible]	.25	5.00		[illegible]	.25
Brakeing Valve & Handle	30.00		[illegible]	9.00	30.00		[illegible]	9.00
Governor	15.00		[illegible]	.75	15.00		[illegible]	.75
Pipings	80.00		[illegible]	80.00	80.00		[illegible]	80.00
Compressor	200.00		[illegible]	75.00	200.00		[illegible]	80.00
Emergency Valve E-2	8.00		[illegible]	.75	8.00		[illegible]	.75
Safety Valves	4.00		[illegible]	.20	4.00		[illegible]	.20
Air Tanks	16.00		[illegible]	16.00	16.00		[illegible]	16.00
Brake Cylinder	32.00		[illegible]	8.00	32.00		[illegible]	8.00
Valves								
Miscellaneous	120.00				120.00			

As Bridgeport, Connecticut

No. of Motors 8 Type GE-264-A H.P. 50

Controllers - No. 2 Type K-34-A

Air Equipment Compressor - Governor Make General Electric - General Electric Type 5CDF M.U.

Safety Appliances M.U. Emergency Valve

Seating Capacity 44

Type Seats Transverse - Rattan

Weight of Car 88,240

GENERAL DIMENSIONS

Length over all including bumpers	44' - 8"
Length over vestibule sheathing	42' - 6"
Length of each platform over vestibule sheathing	8' - 9"
Length over body corner posts	30' - 9"
Length of Transverse seats	36"
Length of wheel base of truck	84"
Width over bumpers	9' - 0"
Width over posts	8' - 8"
Width over drip rail - (extreme)	8' - 6"
Height from rail to top of floor	2'6"
Height from floor to top of window rail	2'6"
Height from rail to top of roof	11' - 3"
Height from rail to top of trolley boards	13' - 8"
Post centres	2' - 6"
Seat centres	2' - 6"
Truck centres	22' - 1"
Gauge of track	4' - 8½"
Diameter of wheels	34" and 28"
Height - Floor to Headlining	7' - 9"

Actual Cost

Cost Body	$5,447.29
" Trucks	880.20
" Electric Equipment	1,888.00
" Air Equipment	310.00
Total:	$8,480.79

Exhibit 8.

Exhibit 8.

DETAIL SHEET

Car No. 1759 Year Built 1918 Date of Inspection March 8, 1927

Body Builder Carnegie-Illinois Car Company At Bridgeport, Connecticut

Truck Builder Standard - G-28

Motor Manufacturer General Electric

No. of Motors 2 Type 203-K H.P. 80

Controllers - No. 2 Type 12-B-L

Air Equipment Compressor - Governor Make General Electric - General Electric Type CP-27 M.L.

Safety Appliances Westinghouse H-6 Pull Cord Emergency Valve

Seating Capacity 46

Type Seats Transverse - Rattan

Weight of Car 88,500

GENERAL DIMENSIONS

Length over all including bumpers	46' - 8"
Length over vestibule sheathing	45' - 4"
Length of each platform over vestibule sheathing	8' - 8"
Length over body corner posts	29' - 0"
Length of Transverse seats	24"
Length of wheel base of truck	24"
Width over bumpers	9' - 2"
Width over posts	8' - 8"
Width over drip rail (extreme)	8' - 8"
Height from rail to top of floor	2 1/4"
Height from floor to top of window post	6 3/4"
Height from rail to top of roof	11' - 2"
Height from rail to top of trolley base	11' - 8"
Truck centers	5' - 6"
Axle centers	8' - 0"
Wheel diameter	3' - 0"

Actual Cost

Cost - Body	$8,447.88
" Truck	980.80
" Electric Equipment	1,000.00
" Air Equipment	220.00
Total:	$8,650.79

Exhibit 8.

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Item	Estimated Original Cost	Replacements Required and Cost	% of Renewals to Original	Amount of Repairs	Estimated Present Cost	Replacements Required and Cost	% of Repairs to Present	Amount of Repairs
CAR BODY - Outside								
Bracing Joist	$ 5.00		50%	$ 2.50	$ 5.00		50%	$ 2.50
Bracing Harp	15.00				15.00			
Bracing Pole	6.00				6.00			
Trailer Bars	30.00		30%	9.00	30.00		30%	9.00
Trailer Post Sockets	8.00		30%	2.40	8.00		30%	2.40
Roof and Sheets	211.00	Replacement 40% Renewal 60%			211.00			
Ventilators Upper Vitality	60.00		50%	30.00	60.00		50%	30.00
Letter Board	10.00		50%	5.00	10.00		50%	5.00
Water Rail	9.00		50%	4.50	9.00		50%	4.50
Posts - Body	200.00	10 @ $16.00 = $160.00	50%	80.00	200.00	2 @ $16.00 = $32.00	50%	80.00
Posts - Corner Body	40.00	2 @ $16.00 & 2 @ $8.00	50%	20.00	40.00	2 @ $16.00 & 2 @ $8.00	50%	20.00
Posts - Vestibule Corner	84.00	2 @ $28.00 = $56.00	50%	28.00	84.00	"	50%	28.00
Posts - Vestibule Center	30.00	2 @ 2 @ 8.00 = $32.00	50%	8.00	30.00		50%	8.00
Sash - Upper								
Sash - Lower	200.00	2 @ $8.00 = $16.00	50%	8.00	200.00	4 @ $8.00 & $32.00	50%	40.00
Sash - Vestibule	30.00	2 @ $8.00 = $ 7.00	50%	3.50	30.00	1 @ $8.00	50%	3.50
Belt Rail	20.00		50%	5.00	20.00		50%	5.00
Side Sheathing	98.70	7 @ $20.00 = $70.00	70%	27.21	98.70	2 @ $10.00 = $20.00	50%	30.00
Vestibule Sheathing	10.00		70%	3.50	10.00		50%	5.00
Doors	100.00	2 Door, @$10.00 = $20.00	50%	30.00	100.00	1 Door, @ $10.00	50%	35.71
Underframing	210.00		70%	101.00	210.00		50%	105.71
Steps	5.00		50%	2.50	5.00		50%	2.50
Headlights	10.00		50%	7.00	10.00		50%	10.00
Fenders	20.00		70%	14.00	20.00		50%	10.00
Trailer Catchers	10.00		25%	2.71	10.00		50%	5.71
Roof Plugs	5.00				5.00			
Grab Handles								
Destination Signs-Iron								
Painting	110.00		50%	57.00	110.00		50%	57.00
Floor Underneath	20.00		50%	10.00	20.00		50%	10.00
Body Bolster	20.00		50%	10.00	20.00		50%	10.00
Body Bumpers	20.00				20.00			

Exhibit 8.

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(Continued) Estimated Original Cost and Depreciated Value of [illegible]

(Use [illegible]) FOR EXPLANATION OF ORIGINAL COST. DATE CHANGED [illegible]

Item	CAR NO. [illegible] Estimated Orig. Cost	Replacements Required and Cost	% of Depree. On Balance	Amount of Depree.	CAR NO. [illegible] Estimated Orig. Cost	Replacements Required and Cost	% of Depree. On Balance	Amount of Depree.
CAR BODY - WOOD:								
Steelings - Assorted	$ 45.00		60%	$ 24.00	$ 45.00		80%	$ 6.00
Lumber-Outside and Under	6.00		80%	4.80	6.00		80%	.80
Ventilator Glass-Side	10.00		60%	6.00	10.00		70%	4.00
Ventilator Glass-End	10.00		60%	6.00	10.00		70%	4.00
Roof Canvas and Fittings	37.00		60%	22.20	37.00		70%	14.80
Interior Trim	10.00		80%	8.00	10.00		80%	2.00
Glass	12.00		80%	9.60	12.00		80%	2.40
Paint-Inside:					12.00			
Outside	40.00		80%	8.00	40.00			
Paint Work	15.00				15.00		80%	12.00
Paint-Steel					15.00			
Coupling	70.00		80%	5.60	70.00		80%	14.00
Draftgear	100.00		80%	8.00	100.00		80%	20.00
Brakes (Hand)	40.00		80%	3.20	40.00		80%	8.00
Brake Beams	20.00		80%	1.60	20.00		80%	4.00
Side Steps - Assorted	10.00		80%	0.80	10.00		80%	2.00
Floor Rods - Iron	10.00		80%	0.80	10.00		80%	2.00
Floor Rods - Operating Mechanism	12.00		80%	1.00	12.00		80%	2.40
Floor Fittings and Nails	12.00		80%	0.80	12.00		80%	2.40
Floor Fittings Operating Mechanism	7.00		80%	0.60	7.00		80%	1.40
Stanchions - Rods	10.00	2 at $5.00	80%	4.00	10.00	1 at $5.00	80%	2.00
Running Boards	10.00		80%	8.00	10.00		80%	2.00
Brake Wheels	5.00		80%	4.00	5.00		80%	1.00
Brake Chains	10.00		80%	8.00	10.00		80%	2.00
Brake Fittings	10.00		80%	8.00	10.00		80%	2.00
Trucks:								
Body Bolster	5.00		80%	4.00	5.00		80%	1.00
Truck Bolster	10.00		80%	8.00	10.00		80%	2.00
Truck - Spring Plank	10.00		80%	8.00	10.00		80%	2.00
Truck - Side Frame	10.00		80%	8.00	10.00		80%	2.00
Truck - Brake Beam	10.00		80%	8.00	10.00		80%	2.00
Truck - Miscellaneous	10.00		80%	8.00	10.00		80%	2.00
Couplers:								
Body	5.00		80%	4.00	5.00		80%	1.00
Coupler Shank	5.00		80%	4.00	5.00		80%	1.00
Knuckle	5.00		80%	4.00	5.00		80%	1.00
Lock - Lifter	5.00		80%	4.00	5.00		80%	1.00
Lock	5.00		80%	4.00	5.00		80%	1.00
Pin	5.00		80%	4.00	5.00		80%	1.00
Knuckle	5.00		80%	4.00	5.00		80%	1.00
Yokes	5.00		80%	4.00	5.00		80%	1.00
Miscellaneous	5.00		80%	4.00	5.00		80%	1.00
Total Brake Gear & Fittings	50.00		80%	4.00	50.00		80%	4.00
ELECTRIC EQUIPMENT								
Lightning Arrester	4.00		80%	.80	4.00		80%	.80
Switches	10.00		80%	1.00	10.00		80%	1.00
Controllers	200.00		80%	16.00	200.00		80%	16.00
Line Breaker	50.00		80%	10.00	50.00		80%	10.00
Circuit Breaker	10.00		80%	2.00	10.00		80%	2.00
Rheostats	10.00		80%	8.00	10.00		80%	8.00
Motors								
Armature	200.00				200.00			
Fields	200.00				200.00			
Brushholders	20.00				20.00			
Commutators	60.00		70%	42.00	60.00		80%	48.00
Armature Bearings	10.00		80%	1.00	10.00		80%	1.00
Axle Bearings	10.00		80%	1.00	10.00		80%	1.00

Exhibit 8.

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(Continued) [illegible]

(Use [illegible]) FOR EXPLANATION OF ORIGINAL COST. [illegible]

Item	[illegible]	Replacements Required and Cost	% of Depree. On Balance	Amount of Depree.	[illegible]	Replacements Required and Cost	% of Depree. On Balance	Amount of Depree.
CAR BODY								
Steelings - Assorted	$ [illegible]				$ [illegible]			
Lumber	[illegible]		80%	[illegible]	[illegible]		80%	$ [illegible]
Lumber - Outside	[illegible]		80%	[illegible]	[illegible]		80%	[illegible]
Lumber - Roof	[illegible]		80%	[illegible]	[illegible]		80%	[illegible]
Ventilator - Exterior	[illegible]		80%	[illegible]	[illegible]		80%	[illegible]
Ventilator - Roof	[illegible]		80%	[illegible]	[illegible]		80%	[illegible]
Journal Boxes	[illegible]		80%	[illegible]	[illegible]		80%	[illegible]
Journal Boxes Lids	[illegible]		80%	[illegible]	[illegible]		80%	[illegible]
Springs - Elliptic	[illegible]		80%	[illegible]	[illegible]		80%	[illegible]
Springs - Coil	[illegible]		80%	[illegible]	[illegible]		80%	[illegible]
Truck - Bolster	[illegible]		80%	[illegible]	[illegible]		80%	[illegible]
Truck Plating	[illegible]		80%	[illegible]	[illegible]		80%	[illegible]
Truck Adjustment	[illegible]		80%	[illegible]	[illegible]		80%	[illegible]
Turnbuckles								
Bars								
Brake Shaft	[illegible]		80%	[illegible]	[illegible]		80%	[illegible]
Total Brake Shaft & Fittings	[illegible]		80%	[illegible]	[illegible]		80%	[illegible]
ELECTRIC EQUIPMENT								
Lightning Arrester	[illegible]		80%	[illegible]	[illegible]		80%	[illegible]
Switches	[illegible]		80%	[illegible]	[illegible]		80%	[illegible]
Controllers	[illegible]		80%	[illegible]	[illegible]		80%	[illegible]
Line Breaker	[illegible]		80%	[illegible]	[illegible]		80%	[illegible]
Circuit Breaker	[illegible]		80%	[illegible]	[illegible]		80%	[illegible]
Rheostats	[illegible]		80%	[illegible]	[illegible]		80%	[illegible]
Motors								
Armature	[illegible]				[illegible]			
Fields	[illegible]				[illegible]			
Brushholders	[illegible]				[illegible]			
Commutators	[illegible]		70%	[illegible]	[illegible]		80%	[illegible]
Armature Bearings	[illegible]		80%	[illegible]	[illegible]		80%	[illegible]
Axle Bearings	[illegible]		80%	[illegible]	[illegible]		80%	[illegible]

Exhibit 8.

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(Continued)

Item	CAR NO. [illegible] Estimated Orig.Cost	Replacements Required and Cost	% of Depreo. On Balance	Amount of Depreo.	CAR NO. [illegible] Estimated Orig.Cost	Replacements Required and Cost	% of Depreo. On Balance	Amount of Depreo.
GENERAL EXPENSE - Cont.								
Steps	$ 30.00		70%	$ 21.00	$ 30.00		70%	$ 21.00
Fixtures	10.00		70%	7.00	10.00		70%	7.00
Seat Frames	100.00		70%	70.00	100.00		70%	70.00
Motor Cases	170.00		70%	119.00	170.00		70%	119.00
Sashes	70.00		70%	49.00	70.00		70%	49.00
Car Platform	50.00		70%	35.00	50.00		70%	35.00
[illegible]								
Canopy	5.00		70%	3.50	5.00		70%	3.50
Headlamp Tubes & Bowls	30.00		70%	21.00	30.00		70%	21.00
Conduit	50.00		70%	35.00	50.00		70%	35.00
Fixtures	50.00		70%	35.00	50.00		70%	35.00
Resistance	200.00		70%	140.00	200.00		70%	140.00
Trolley Tubes & Q-S	60.00		70%	42.00	60.00		70%	42.00
Motor Cases	6.00		70%	4.20	6.00		70%	4.20
Air Gauge	10.00		70%	7.00	10.00		70%	7.00
Motor Fittings	40.00		70%	28.00	40.00		70%	28.00
Sundries	60.00		70%	42.00	60.00		70%	42.00

Car No. [illegible] Year Built [illegible] Date of Inspection [illegible]

Car owned by [illegible] to [illegible]

Motor Builders [illegible]

No. of Motors 2 Type [illegible] H.P. 50

Controllers - No. 2 Type [illegible]

Air Equipment Compressor - Gutermuth Make General Electric - General Electric Type CP-27 H.D.

Safety Appliances [illegible]

Seating Capacity 44

Type Seats Transverse - Rattan

Weight of Car [illegible]

GENERAL DIMENSIONS

Length over all including bumpers	44' - 8"
Length over vestibule sheathing	43' - 3"
Length of each platform over vestibule sheathing	5' - 8"
Length over body corner posts	32' - 0"
Length of transverse seats	34"
Length of wheel base of truck	34"
Width over bumpers	7' - 8"
Width over [illegible]	8' - 2"
Width over drip rail (inside)	8' - 2"
Height from rail to top of floor	2[illegible]"
Height from floor to top of window seat	3[illegible]"
Height from rail to top of roof	11' - 1[illegible]"
Height from rail to top of trolley boards	11' - 8[illegible]"
Post centres	2' - 0[illegible]"
Seat centres	2' - 8"
Truck centres	22' - 1"
Gauge of track	4' - 8½"
Diameter of wheels	34" and 22"
Height - Floor to Headlining	7' - 2"

Actual Cost

Cost - Body	$5,447.85
" Trucks	850.20
" Electric Equipment	1,888.00
" Air Equipment	330.00
Total:	$8,670.79

Exhibit 8.

Exhibit 8.

Exhibit 8.

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Exhibit 8.

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(Continued) ESTIMATED ORIGINAL COST AND DEPRECIATED VALUE OF Equipment Cars

Item 1 2 3 FOR EXPLANATION OF ORIGINAL COST. DATE EXAMINED June 2 and 3, 1937

Item	CAR NO. 3700 Estimated Orig. Cost	Replacements Required and Cost	% of Deprec. On Balance	Amount of Deprec.	CAR NO. 3700 Estimated Orig. Cost	Replacements Required and Cost	% of Deprec. On Balance	Amount of Deprec.
CAR BODY - POWER								
Ventilator - Armoire	$ 30.00		70%	$ 6.00	$ 30.00		70%	$ 4.00
Ladder-Brackets and Rides	6.00		70%	4.00	6.00		70%	4.00
Illuminating Shade-Side	60.00		70%	42.00	60.00		70%	42.00
Illuminating Shade-End	60.00		70%	42.00	60.00		70%	42.00
Head Fixture and Fittings	17.00		70%	8.00	17.00		70%	8.00
Interior Trim	30.00		70%	8.00	30.00		70%	7.00
Glass	24.94				24.94			
Seats-Transverse)								
Cowrlas	30.00		70%	8.00	30.00		70%	8.00
Frame Work	10.00				10.00			
Seats-Cross								
Covering	70.00		70%	7.00	70.00		70%	7.00
Upholstery	100.00		70%	70.00	100.00		70%	70.00
Platform (Cab Only)	90.00		70%	63.00	90.00		70%	63.00
Hood Sweep	90.00		70%	63.00	90.00		70%	63.00
Side Sheathing - Armoire	90.00		70%	8.00	90.00		70%	8.00
Floor Body - Iron	90.00			8.00	90.00		70%	8.00
Floor Body - Covering								
Floor Platform Iron	33.00		70%	4.00	33.00		70%	8.00
Floor Platform Covering(Linoleum)	7.00		70%	.70				
Curtains - Side	200.00	2 @ 30.00 = 2 60.00	70%	84.00	200.00	2 @ 30.00 = 2 60.00	70%	87.00
Fenders	90.00		70%	4.00	90.00		70%	4.00
Rear Platform	200.00		70%	20.00	200.00		70%	20.00
Steps	70.00				70.00			
Lamps	70.00		70%	7.00	70.00		70%	7.00

Item	CAR NO. 3700 Estimated Orig. Cost	Replacements Required and Cost	% of Deprec. On Balance	Amount of Deprec.	CAR NO. 3700 Estimated Orig. Cost	Replacements Required and Cost	% of Deprec. On Balance	Amount of Deprec.
CAR TRUCK								
Center Plate	$ 20.00				$ 20.00			
Frame	300.00		70%	$ 30.00	300.00		70%	$ 30.00
Axles - Driving	80.00		70%	24.00	80.00		70%	24.00
Axles - Rear	80.00		70%	8.00	80.00		70%	8.00
Wheels - Driving	110.00		70%	11.00	110.00		70%	8.00
Wheels - Rear	80.00		70%	10.00	80.00		70%	8.00
Journal Boxes	80.00		70%	8.00	80.00		70%	14.00
Journal Bearings	11.00		70%	1.00	11.00		70%	1.00
Springs - Elliptic	80.00		70%	14.00	80.00		70%	14.00
Springs - Coil	6.00		70%	8.00	6.00		70%	8.00
Truck - Bolster	60.00		70%	10.00	60.00		70%	10.00
Brake Rigging	90.00		70%	30.00	90.00		70%	30.00
Slack Adjusters	10.00		70%	8.00	10.00		70%	8.00
Turnbuckles								
Bars								
Brake Shoes	8.00		70%	1.00	8.00		70%	1.00
Hand Brake Shaft & Rigging	30.00		70%	4.00	30.00		70%	4.00
ELECTRIC EQUIPMENT								
Lightning Arrester	4.00		70%	.40	4.00		70%	.40
Switches	10.75		8%	.04	10.75		8%	.04
Controllers	200.00		7%	10.00	200.00		5%	10.00
Line Breaker	75.00		70%	10.75	75.00		70%	10.75
Circuit Breaker	10.00		8%	.08	10.00		8%	.08
Receptacle	84.00		70%	12.00	84.00		70%	30.00
Motors								
Armature	300.00				300.00			
Fields	300.00				300.00			
Brushholders	30.00				30.00			
Commutators	80.00		70%	30.00	80.00		70%	30.00
Armature Bearings	10.00		70%	1.00	10.00		70%	1.00
Axle Bearings	10.00		70%	1.00	10.00		70%	1.00

Exhibit 8.

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Exhibit 8.

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(Continued)

No. 13 PREPARATION OF GENERAL CONT.

Item	Old No. 3959 Estimated Orig.Cost	Old No. 3959 Replacements Required and Cost	Old No. 3959 % of Depre. On Balance	Old No. 3959 Amount of Depre.	New No. 3959 Estimated Orig.Cost	New No. 3959 Replacements Required and Cost	New No. 3959 % of Depre. On Balance	New No. 3959 Amount of Depre.
HEATING EQUIPMENT - Cont.								
Stove								
Fittings								
Hot Tubes								
Water Tubes								
Cables								
Car Wiring								
AIR EQUIPMENT								
Gauges								
Engineer Valve & Handle								
Governor								
Pipin								
Compressor								
Reservoir Valve E-2								
Safety Valve								
Air Tubes								
Brake Cylinder								
Retainer								
Miscellaneous								

Exhibit 8.

Exhibit 8.

No. of Motors [illegible] Type [illegible] H.P. [illegible]

Controllers - No. [illegible] Type [illegible]

Air Equipment [illegible] Make [illegible] Type [illegible]

Safety Appliances [illegible]

Seating Capacity [illegible]

Type Seats [illegible]

Weight of Car [illegible]

GENERAL DIMENSIONS

Length over all including bumpers	[illegible]
Length over vestibule sheathing	[illegible]
Length of each platform over vestibule sheathing	[illegible]
Length over body corner posts	[illegible]
Length of transverse seats	[illegible]
Length of wheel base of truck	[illegible]
Width over bumpers	[illegible]
Width over posts	[illegible]
Width over drip rail (extreme)	[illegible]
Height from rail to top of floor	[illegible]
Height from floor to top of window rail	[illegible]
Height from rail to top of roof	[illegible]
Height from rail to top of trolley board	[illegible]
Post centres	[illegible]
Seat centres	[illegible]
Toilet centres	[illegible]
Gauge of track	[illegible]
Diameter of wheels	[illegible]
Height - Floor to Headlining	[illegible]

Actual Cost

Cost - Body	[illegible]
" Trucks	[illegible]
" Electric Equipment	[illegible]
" Air Equipment	[illegible]
Total:	[illegible]

DETAIL SHEET

Car No. 1988 — Year Built 1918 — Date of Inspection March 4, 1929

Body Builder Connecticut Car Company — At Bridgeport, Connecticut

Truck Builder Standard - 4-24

Motor Manufacturer Westinghouse

No. of Motors 4 — Type 558-8 — H. 80

Controllers - No. 2 — Type 246

Air Equipment Consolidated - Schwager — Make General Electric - General Electric — Type GE-67 - H.L.

Safety Appliances D-2 Pull Cord Emergency Valve

Seating Capacity 46

Type Seats Transverse - Cutten

Weight of Car 88,540

GENERAL DIMENSIONS

Length over all including bumpers	44' - 8"
Length over vestibule sheathing	43' - 8"
Length of each platform over vestibule sheathing	8' - 8"
Length over body corner posts	28' - 0"
Length of Transverse seat	24"
Length of wheel base of truck	24"
Width over bumpers	7' - 6"
Width over posts	8' - 8"
Width over drip rail (extreme)	8' - 8"
Height from rail to top of floor	[illegible]
Height from floor to top of window rost	[illegible]
Height from rail to top of roof	11' - 3"
Height from rail to top of trolley boards	11' - [illegible]
Post centres	2' - [illegible]
Seat centres	2' - 8"
Truck centres	[illegible] - 2"
Length of truck	6' - [illegible]
[illegible]	[illegible]
[illegible]	[illegible]

Actual Cost

Cost - Body	$5,647.00
" Trucks	885.50
" Electric Equipment	1,000.00
" Air Equipment	330.00
Total:	$8,000.79

Exhibit 8.

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Item	Estimated Obsolescence	Recommended Improvement and Cost	No. of Improvements	Amount of Improvements	Estimated Obsolescence	Recommended Improvement and Cost	No. of Improvements	Amount of Improvements
Cost Sheet - Obsolete								
Grabbing Metal	$ 3.00		[illegible]	$ [illegible]	$ 3.00		[illegible]	$ [illegible]
Grabbing Wire	2.00				2.00			
Grabbing Pole	2.00				2.00			
Grabbing Bars	100.00		1921	2.00	90.00		1921	2.00
Trolley Base Boards	5.00		1921	.05	5.00		1921	.05
Roof and Canvas	213.00	Canvas & Paint $80.00			$ 213.00			
Ventilators over Vestibule	60.00		1921	30.00	60.00		1921	30.00
Letter Board	25.00		1921	7.00	25.00		1921	7.00
Water Rail	7.00		1921	2.00	7.00		1921	2.00
Posts - Body	165.00	2 @ $15.00 = $30.00	1921	30.00	165.00	12 @ $10.00 = $120.00	1921	36.00
Posts - Corner Body	60.00	2 @ $30.00	1921	9.00	60.00	4 @ $30.00 = $ 75.00		
Posts - Vestibule Corner	24.00	2 @ $35.00 = $ 70.00	1921	9.10	24.00	2 @ $35.00 = $70.00	1921	9.10
Posts - Vestibule Center	20.00		1921	6.00	20.00	2 @ $ 8.00 = $16.00	1921	6.00
Sash - Upper, Metal & Wood								
Sash - Lower	200.00	9 @ $8.00 = $72.00	1921	60.00	200.00	7 @ $8.00 = $56.00	1921	42.70
Sash - Vestibule	10.00		1921	3.00	10.00	2 @ $8.00 = $16.00	1921	3.70
Belt Rail	26.00		1921	7.80	26.00		1921	7.80
Side Sheathing	99.70	8 @ $10.00 = $80.00	1921	30.00	99.70	9 @ $10.00 = $90.00	1921	30.61
Vestibule Sheathing	12.80	1 @ $30.00	1921	3.84	12.80		1921	3.84
Doors	121.00	2 Sect. @ 13.00 = 26.00	1921	46.30	121.00	2 Sect. @ 13.00 = 26.00	1921	46.30
Underframing	510.00		1921	153.00	510.00		1921	153.00
Steps	8.00		1921	2.40	8.00		1921	2.40
Headlights	10.00		1921	3.00	10.00		1921	10.00
Fenders	93.00		1921	28.00	93.00		1921	28.00
Trolley Catchers	10.00		1921	3.70	10.00		1921	3.70
Roof Steps	8.00				8.00			
Grab Handles								
Destination Signs-Iron								
Painting	110.00		1921	97.30	110.00		1921	97.30
Floor Underneath	30.40		1921	10.30	30.40		1921	10.30
Body Bolster	38.00		1921	13.30	38.00		1921	34.00
Body Bumpers	30.00				30.00			

Exhibit 8.

100

(Continued)

Exhibit 8.

Exhibit 8.

(Continued) ESTIMATED ORIGINAL COST AND DEPRECIATED VALUE OF [illegible]

(See [illegible] I B [illegible] FOR EXPLANATION OF ORIGINAL COST. DATE EXAMINED [illegible]

Item	CAR NO. 1961 Estimated Orig. Cost	Replacements Required and Cost	% of Depre. On Balance	Amount of Depre.	CAR NO. 1962 Estimated Orig. Cost	Replacements Required and Cost	% of Depre. On Balance	Amount of Depre.
ELECTRIC EQUIPMENT - Cont.								
Gears	$ 90.00		10%	$ 10.00	$ 90.00		10%	$ 90.00
Pinions	10.00		10%	1.00	10.00		10%	1.00
Gear Cases	35.00		10%	3.50	35.00		10%	3.50
Motor Cases	130.00		10%	[illegible]	130.00		10%	13.00
Cables	75.00		10%	10.75	75.00		10%	10.75
Car Wiring	60.00		10%	10.00	60.00		10%	10.00
AIR EQUIPMENT								
Gauges	5.00		10%	.50	5.00		10%	.50
Emergency Valve & Handle	80.00		10%	8.00	80.00		10%	8.00
Governor	18.00		10%	1.75	18.00		10%	1.75
Piping	80.00		10%	10.00	80.00		10%	10.00
Compressor	200.00		40%	140.00	200.00		40%	80.00
Emergency Valve K-2	5.00		10%	[illegible]	5.00		10%	.50
Hand Valves	4.00		10%	.40	4.00		10%	.40
Air Tanks	10.00		10%	8.00	10.00		10%	10.00
Brake Cylinder	80.00		10%	8.00	80.00		10%	8.00
Whistles								
Miscellaneous	100.00				100.00			

No. of Motors [illegible] Type [illegible] H.P. [illegible]

Controllers - No. [illegible] Type [illegible]

Air Equipment [illegible] Make [illegible] Type [illegible]

Safety Appliances [illegible]

Seating Capacity [illegible]

Type Seats [illegible]

Weight of Car [illegible]

GENERAL DIMENSIONS

Length over all including bumpers	41' - 5"
Length over vestibule sheathing	40' - 4"
Length of each platform over vestibule sheathing	8' - 8"
Length over body corner posts	30' - 0"
Length of Transverse seats	34"
Length of wheel base of truck	84"
Width over bumpers	9' - 2"
Width over posts	8' - 2"
Width over drip rail (maximum)	8' - 8"
Height from rail to top of floor	39½"
Height from floor to top of window roof	38½"
Height from rail to top of roof	11' - 1½"
Height from rail to top of trolley boards	11' - 8½"
Post centres	5' - 0½"
Seat centres	5' - 0"
Truck centres	22' - 1"
Gauge of track	4' - 8½"
Diameter of wheels	34" and 22"
Height - Floor to Headlining	7' - 9"

Actual Cost

Cost - Body	$5,147.34
" Trucks	903.80
" Electric Equipment	1,888.00
" Air Equipment	310.00
Total:	$8,250.14

Exhibit 8.

Exhibit 8.

DETAIL SHEET

Car No. [illegible] Year Built [illegible] Date of Inspection [illegible]

Body Builder [illegible]

Truck Builder [illegible]

Motor Manufacturer [illegible]

No. of Motors [illegible] Type [illegible] H.P. [illegible]

Controllers - No. [illegible] Type [illegible]

Air Equipment [illegible] Make [illegible] Type [illegible]

Safety Appliances [illegible]

Seating Capacity [illegible]

Type Seats [illegible]

Weight of Car [illegible]

GENERAL DIMENSIONS

Length over all including bumpers	[illegible]
Length over vestibule sheathing	[illegible]
Length of each platform over vestibule sheathing	[illegible]
Length over body corner posts	[illegible]
Length of Transverse seats	[illegible]
Length of steel base of truck	[illegible]
Width over bumpers	[illegible]
Width over posts	[illegible]
Width over drip rail (extreme)	[illegible]
Height from rail to top of floor	[illegible]
Height from floor to top of window post	[illegible]
Height from rail to top of roof	[illegible]
Height from rail to top of trolley boards	[illegible]
Post clearance	[illegible]
Seat centers	[illegible]
Seats centers	[illegible]
Groups at ends	[illegible]
[illegible]	[illegible]

Actual Cost

Cost - Body	[illegible]
Trucks	[illegible]
Electrical Equipment	[illegible]
Air Equipment	[illegible]
Total:	[illegible]

[illegible] Exhibit 8.

[illegible]

[illegible]

Item	Estimated Weights	Replacements Required and Cost	% of Depre. in Weights	Amount of Depre.	Estimated Weights	Replacements Required and Cost	% of Depre. on Values	Amount of Depre.
Rail Work - Welding								
Welding (Rail)	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Welding Wire	[illegible]				[illegible]			
Welding Paste	[illegible]				[illegible]			
Trailer Rods	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Trailer Rod Boards	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Roof and Slates	[illegible]	[illegible]			[illegible]			
Ventilator-Hood Whirly	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Letter Board	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Letter Rail	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Posts - Body	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Posts - Corner Body	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Posts - Vestibule Corner	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Posts - Vestibule Center	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Rack - Upper								
Rack - Lower	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Rack - Vestibule	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Belt Rail	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Side Sheathing	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Vestibule Sheathing	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Doors	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Underframing	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Steps	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Headlights	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Fenders	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Trailer Outdoors	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Roof Steps	[illegible]				[illegible]			
Grab Handles								
Destination Signs-Iron								
Painting	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Floor Underneath	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Body Painters	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Body Painters	[illegible]				[illegible]			

[illegible] Exhibit 8.

Exhibit 8.

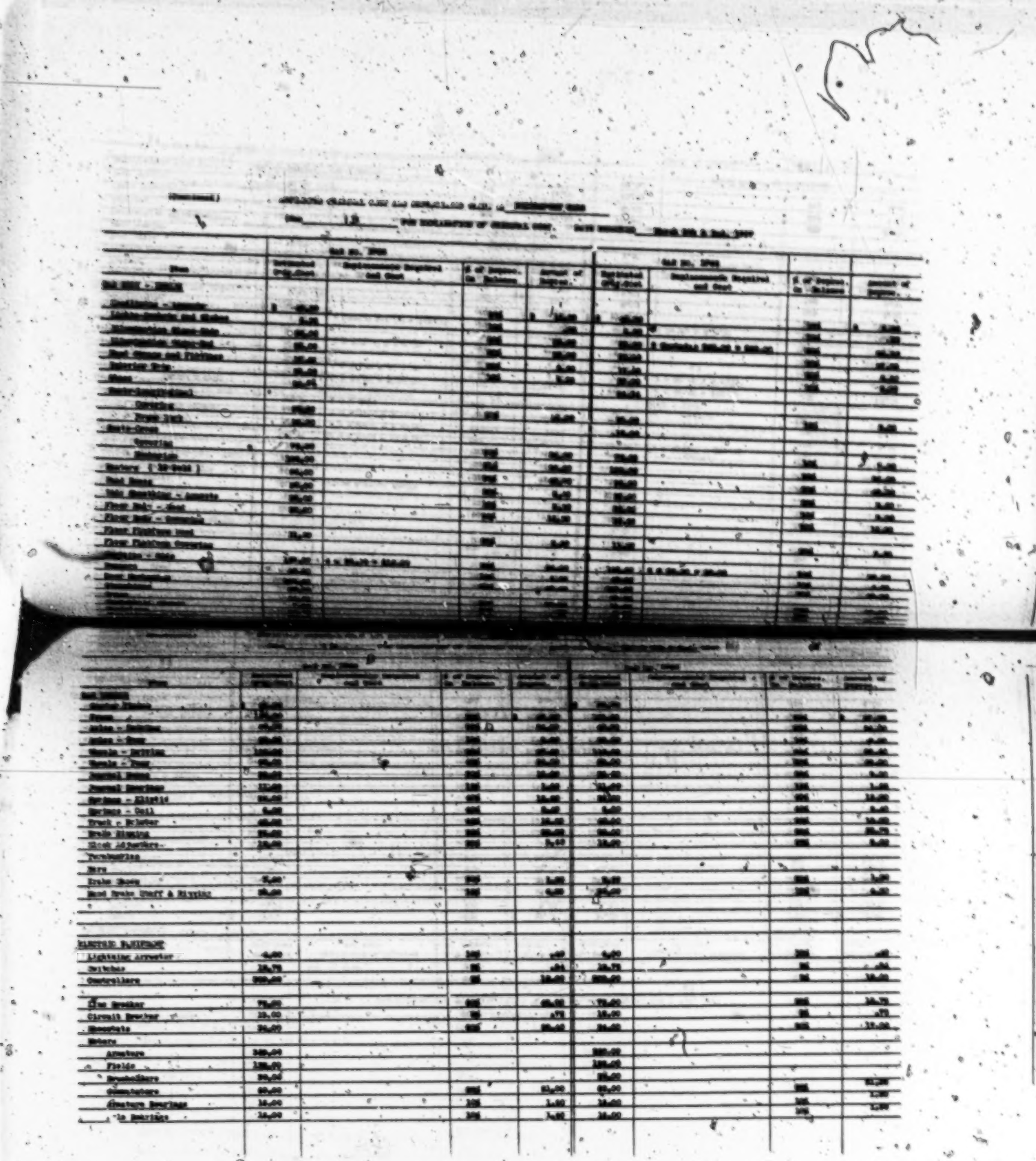

Exhibit 8.

Exhibit 8.

(Continued)

Item	Estimated Orig.Cost	Replacements Required and Cost	$ of Depre. to Retire	Amount of Depre.	Estimated Orig.Cost	Replacements Required and Cost	$ of Depre. to Retire	Amount of Depre.
CARRIER EQUIPMENT - Cont.								
Chairs	$ 25.00		25%	$ 25.00	$ 25.00		25%	$ 25.00
Stations	10.00		25%	2.50	10.00		25%	2.50
Door Chairs	25.00		25%	25.00	25.00		25%	25.00
Safety Chairs	250.00		25%	25.00	250.00		25%	25.00
Tables	25.00		25%	25.00	25.00		25%	25.00
Fan Lights	25.00		25%	25.00	25.00		25%	25.00
AIR EQUIPMENT								
Shaker	2.00		25%	.50	2.00		25%	.50
Manifold Valve & Bottle	25.00		25%	6.25	25.00		25%	6.25
Gauges	25.00		25%	6.25	25.00		25%	6.25
Piping	25.00		25%	6.25	25.00		25%	6.25
Compressor	250.00		25%	62.50	250.00		25%	62.50
Emergency Valve D-8	2.00		25%	.50	2.00		25%	.50
Shaker Valves	2.00		25%	.50	2.00		25%	.50
Air Hoses	25.00		25%	6.25	25.00		25%	6.25
Hose Couplings	25.00		25%	12.50	25.00		25%	12.50
Fittings	25.00		25%	6.25	25.00		25%	6.25
Miscellaneous	Various				Various			

Exhibit 8.

Date Ordered _____ Order Number _____ Date of Inspection _____

By _____ At _____

Group Builder _____

Group Manufacturer _____

No. of Shakers 2 Type _____ H.P. _____

Shaft-Lifts - No. 2 Type _____

Air Equipment _____ Hose Furnished - Furnished Type _____

Safety Appliances _____

Seating Capacity _____

Type Seats _____

Weight of Car _____

GENERAL DIMENSIONS

Length over all including bumpers	49' - 6"
Length over vestibule sheathing	48' - 6"
Length of each platform over vestibule sheathing	3' - 3"
Length over body corner posts	39' - 6"
Length of transverse seats	34"
Length of wheel base of truck	5' - 6"
Width over bumpers	9' - 6"
Width over posts	8' - 6"
Width over drip rail (extreme)	8' - 8"
Height from rail to top of floor	3'-6"
Height from floor to top of window rail	3'-6"
Height from rail to top of roof	11' - 8"
Height from rail to top of trolley hooks	11' - 6"
Post centres	2' - 6"
Seat centres	2'-6"
Truck centres	34' - 6"
Gauge of track	4' - 8½"
Diameter of wheels	34" and 33"
Height - Floor to Headlining	7' - 8"

Account Book	
Car - Body	$5,222.41
" Trucks	600.00
" Electrical Equipment	600.00
" Air Brakes	262.50
" Miscellaneous	1,277.17
Total:	$ 8,362.08

Exhibit 8.

DETAIL SHEET

Car No. [illegible] Year Built [illegible] Date of Inspection March 6, 1927

Body Builder [illegible] At Bridgeport, Connecticut

Truck Builder [illegible]

Motor Manufacturer [illegible]

No. of Motors 8 Type [illegible] H.P. 80

Controllers - No. 8 Type [illegible]

Air Equipment [illegible] Make [illegible] Type [illegible]

Safety Appliances [illegible]

Seating Capacity 48

Type Seats [illegible]

Weight of Car [illegible]

GENERAL DIMENSIONS

Length over all including bumpers	[illegible]
Length over vestibule sheathing	[illegible]
Length of each platform over vestibule sheathing	[illegible]
Length over body corner posts	[illegible]
Length of Transverse sills	[illegible]
Length of wheel base of truck	[illegible]
Width over bumpers	[illegible]
Width over posts	[illegible]
Width over drip rail (extreme)	[illegible]
Height from rail to top of floor	[illegible]
Height from floor to top of window roof	[illegible]
Height from rail to top of roof	[illegible]
Height from rail to top of trolley hangle	[illegible]
Roof centres	[illegible]
Roof crowning	[illegible]

Actual Cost

Cars - Body	$6,913.81
" Trucks	[illegible]
" Electric Equipment	[illegible]
" Air Equipment	[illegible]
" Miscellaneous	[illegible]
Total:	$6,000.66

Exhibit 8.

Exhibit 8.

Item	Car No. [illegible] Estimated Original Cost	Replacements Required and Cost	% of Depreciation	Amount of Depreciation	Car No. [illegible] Estimated Original Cost	Replacements Required and Cost	% of Depreciation	Amount of Depreciation
CAR BODY - STEEL:								
Trolley Stand	$ 9.00		80%	$ .80	$ 8.00		80%	$ .80
Trolley Harp	5.00				5.00			
Trolley Pole	6.00				6.00			
Trolley Base	44.00		75%	8.80	44.00		20%	8.80
Trolley Rope Reels	4.28		10%	.84	4.28		10%	.84
Roof and Canvas	200.00	Canvas & Paint 18.00			200.00	Canvas & Paint 18.00		
Ventilators Rear Fillitz Grill	70.00		40%	28.00	70.00		40%	28.00
Letter Board	37.00		40%	11.84	37.00		40%	11.84
Water Rail								
Posts - Body	198.00	11 @ $12. = 132.00	80%	26.40	198.00	7 @ $12. = 84.00	80%	71.25
Posts - Corner Body	80.00	4 @ $18. = 72.00			80.00	1 @ $18. = $18.00	80%	32.00
Posts - Vestibule Corner	44.00	1 @ $15.	80%	16.5	44.00		80%	35.00
Posts - Vestibule Center	40.00		80%	32.00	40.00		80%	32.00
Sash - Upper	66.00	9 @ $3. = 27.00	80%	22.42	66.00	10 @ $3. = $30.00	80%	25.48
Sash - Lower	80.00	11 @ $4. = 44.00	80%	24.48	80.00	10 @ $4. = $40.00	80%	31.20
Sash - Vestibule	80.80	2 @ $5.00 = 10.00	80%	8.04	80.80	1 @ $8.80	80%	10.84
Belt Rail (Steel)	14.00		80%	8.00	14.00		80%	8.00
Side Sheathing	78.88	6 @ $10. = $60.00	80%	23.20	78.88	10 @ $10. = $100.00	70%	16.80
Vestibule Sheathing	18.00		80%	7.20	18.00	2 @ $10. = $20.00		
Doors	91.00	4 Sections @ $12. = 48.	80%	27.80	91.00	3 Sections @ $12. = $36.	60%	32.76
Underframing	280.00		80%	221.00	280.00		80%	224.00
Steps	12.00		80%	2.40	12.00		80%	2.40
Headlights	15.00		80%	3.00	15.00		80%	3.00
Fenders	80.00		75%	48.00	80.00		75%	48.00
Trolley Catchers	10.00		80%	2.00	14.00		10%	2.40
Roof Steps	8.00				8.00			
Grab Handles								
Destination Signs-Iron								
Painting	150.00		80%	30.00	150.00		80%	30.00
Floor Underneath	30.40		80%	18.80	30.40		70%	22.80
Body Bolster	36.00		75%	24.28	36.00		70%	24.28
Body Bumpers	30.00				30.00			

(Continued)

Item _____ I.C. _____ FOR EXPLANATION OF ORIGINAL COST.

Item	CAR NO.	Estimated Orig. Cost	Replacements Required and Cost	% of Deprec. On Balance	Amount of Deprec.	CAR NO.	Estimated Orig. Cost	Replacements Required and Cost	% of Deprec. On Balance	Amount of Deprec.
CAR BODY - (Cont'd)										
Insulation - Ceiling		$ 99.00		20%	$ 20.00		$ 99.00		20%	$ 14.78
Lights-Sockets and Globes		14.00		10%	1.40		14.00		10%	1.40
Illuminating Glass-Side		88.00		20%	44.00		88.00		20%	22.00
Illuminating Glass-End		88.00		20%	44.00		88.00		20%	22.00
Hand Straps and Fittings		98.10		20%	19.62		98.10		20%	19.62
Interior Trim		98.00		10%	7.00		98.00		10%	9.80
Glass - (Including Doors)		98.42					98.42			
Body-Longitudinal										
Pressing		78.20		20%	44.10		78.20		20%	39.72
Panel Work		81.20					81.20			
Body-Cross										
Carrying		87.00		20%	20.00		87.00		20%	17.40
Mechanism		840.00		20%	180.00		840.00		20%	180.00
Platform (10 Motor Units)		1256.00		20%	60.00		180.00		20%	60.00
Cast Irons		98.00		20%	0.00		98.00		10%	9.80
Side Platform - Ironwork		89.00		10%	0.00		89.00		10%	9.00
Floor Body - Wood		84.00		20%	21.00		84.00		20%	9.00
Floor Body - Covering (Rubber)							98.00		20%	27.00
Floor Platform Wood		18.00		20%	9.14		18.00		20%	9.14
Floor Platform Covering (Rubber)							18.00		20%	18.00
Curtains - Cloth		102.00		20%	20.00		7.00		20%	9.14
Fenders		87.00		20%	17.00		102.00	2 @ $51.00 Ea.	20%	20.00
Seat Upholstering		102.00		20%	20.00		87.00		20%	17.00
Miscellaneous		98.00		20%	20.00		102.00		20%	20.00
Paint		98.00		20%	20.00		98.00		20%	20.00

Item	CAR NO.	Estimated Orig. Cost	Replacements Required and Cost	% of Deprec. On Balance	Amount of Deprec.	CAR NO.	Estimated Orig. Cost	Replacements Required and Cost	% of Deprec. On Balance	Amount of Deprec.
ELECTRIC EQUIPMENT										
Lightning Arrester		6.00		10%	1.00		6.00		10%	0.60
Switches		20.00		5%	1.00		20.00		5%	1.00
Controllers		200.00		5%	10.00		200.00		5%	10.00
Line Breaker		60.00		40%	24.00		60.00		40%	24.00
Circuit Breaker		20.00		5%	1.00		20.00		5%	1.00
Rheostats		60.00		40%	24.00		60.00		40%	24.00
Motors										
Armature		300.00					300.00			
Fields		175.00					175.00			
Brushholders		20.00					20.00			
Commutators		75.00		5%	20.00		75.00		10%	15.00
Armature Bearings		20.00		10%	2.00		20.00		10%	2.00
Axle Bearings		20.00		10%	2.00		20.00		10%	2.00

Exhibit 8.

Exhibit 8.

(Continued) ESTIMATED ORIGINAL COST AND CALCULATED VALUE OF [redacted]

See [redacted] FOR EXPLANATION OF ORIGINAL COST. DATE [illegible] March 8th & 9th, 1937

Item	CAR NO. 1868 Estimated Orig. Cost	Replacements Required and Cost	% of Deprec. On Balance	Amount of Deprec.	CAR NO. 3884 Estimated Orig. Cost	Replacements Required and Cost	% of Deprec. On Balance	Amount of Deprec.
ELECTRIC EQUIPMENT - Cont.								
Heater	$ 55.00		[illegible]	$ [illegible]	$ [illegible]		[illegible]	$ [illegible]
Fixtures	14.00		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Door Opens	45.00		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Motor Opens	120.00		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Cables	80.00		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Car Wiring	75.00		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
AIR EQUIPMENT								
Gauges	4.00		[illegible]	[illegible]	4.00		[illegible]	[illegible]
Engineer Valve & Handle	35.00		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Governor	14.00		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Piping	75.00		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Compressor	250.00		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Emergency Valve H-2	8.00		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Sander Valves	8.00		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Air Tanks	10.00		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Brake Cylinder	20.00		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Whistles			[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Miscellaneous	300.00				300.00			

[redacted]

No. of Motors 8 Type [redacted] H.P. 50

Controllers - No. 2 Type [redacted]

Air Equipment [redacted] Make [redacted] Type [redacted]

Safety Appliances [redacted]

Seating Capacity 52

Type Seats [redacted]

Weight of Car [redacted]

GENERAL DIMENSIONS

Length over all including bumpers	[redacted]
Length over vestibule sheathing	[redacted]
Length of each platform over vestibule sheathing	[redacted]
Length over body corner posts	[redacted]
Length of Transverse seats	[redacted]
Length of the base of truck	[redacted]
Width over bumpers	[redacted]
Width over posts	[redacted]
Width over drip rail (extreme)	[redacted]
Height from rail to top of floor	[redacted]
Height from floor to top of window rail	[redacted]
Height from rail to top of roof	[redacted]
Height from rail to top of trolley boards	[redacted]
Post centres	[redacted]
Seat centres	[redacted]
Truck centres	[redacted]
Gauge of track	[redacted]
Diameter of wheels	[redacted]
Height - Floor to Headlining	[redacted]

Actual Cost

Cost - Body	$8,981.01
" Trucks	800.00
" Electric Equipment	888.00
" Air Equipment	851.88
" Miscellaneous	2,373.17
Total	$8,888.46

Exhibit 8.

Exhibit 8.

DETAIL SHEET

Car No. 3000 — Year Built 3032 — Date of Inspection March 3, 3032

Lbdy Builder Osgood-Bradley Car Company — At Bridgeport, Connecticut

Truck Builder Standard - 6-36

Motor Manufacturer Westinghouse

No. of Motors 2 — Type 332-J — H.P. 50

Controllers - No. 2 — Type D-6-C

Air Equipment Gunpowder - Greenway — Make Westinghouse - Westinghouse — Type HSC-14 6-6

Safety Appliances D-2 Greenway Tight

Seating Capacity 52

Type Seats Transverse - Rattan

Weight of Car 55,000

GENERAL DIMENSIONS

Length over all including bumpers	49' - 0"
Length over vestibule sheathing	47' - 0"
Length of each platform over vestibule sheathing	5' 6" - 5' 6"
Length over body corner posts	32' - 0"
Length of Transverse seats	8'
Length of wheel base of truck	4' - 6"
Width over bumpers	7' - 6½"
Width over posts	8' - 6"
Width over drip rail (extreme)	8' - 9"
Height from rail to top of floor	2'6"
Height from floor to top of window seat	2'6"
Height from rail to top of roof	11' - 3"
Height from rail to top of trolley boards	13' - 0"
Truck centres	8' - 6"
Axle centres	4'6"
Wheels centres	4' - 0"
Number of motors	4' - 0" each axle

Actual Cost

Cost - Body	$8,921.01
" Trucks	850.00
" Electric Equipment	850.00
" Air Equipment	211.00
" Miscellaneous	2,072.17
Total:	$13,000.00

Exhibit 8.

Exhibit 8.

Item	Estimated Weight	Manufacturer Estimate and Date	Cost Estimate	Estimated Cost	Manufacturer Estimate and Date	Actual Cost	Actual Weight
Sub Sheet - Underbody							
Bolster, Lower	2 - 0,000		000	2 - 000		000	2 - 000
Bolster, Top	0,000			0,000			
Channel Iron	0,000			0,000			
Channel Iron	0,000		000	0,000		000	0,000
Channel Iron Gussets	0,000		000	0,000		000	000
Diaphragm	0,000	Osgood & Bradley Co.		0,000	Osgood & Bradley Co.		
Floor Iron Stringer Angle	0,000		000	0,000		000	0,000
Lifter Board	000		000	0,000		000	0,000
Sheet Iron							
Posts - Body	000.00	2 @ 000.00 = 000.00	000	00.00	2 @ 000.00 = 000.00	000	00.00
Posts - Corner Body	00.00	2 @ 000.00 = 000.00	000	00.00	2 @ 000.00 = 000.00	000	00.00
Posts - Vestibule Corner	00.00	2 @ 000.00	000	00.00		000	00.00
Posts - Vestibule Center	00.00		000	00.00		000	00.00
Sash - Upper	00.00	0 @ 0 0.00 = 000.00	000	00.00	00 @ 0 0.00 = 000.00	000	00.00
Sash - Lower	00.00	0 @ 0 0.00 = 000.00	000	00.00	00 @ 0 0.00 = 000.00	000	00.00
Sash - Vestibule	00.00	0 @ 0 0.00 = 0 0.00	000	0.00	0 @ 0 0.00 = 000.00	000	0.00
Belt Rail	00.00		000	0.00		000	0.00
Side Vestibule	00.00	2 @ 000.00 = 000.00	000	00.00	0 @ 000.00 = 000.00	000	00.00
Vestibule Doorplate	00.00		000	0.00		000	0.00
Doors	00.00	2 Osgood Bldg. & Sta.	000	00.00	2 Osgood & Sta. & Sta.	000	00.00
Underframing	000.00		000	000.00		000	000.00
Steps	00.00		000	0.00		000	000
Headlights	00.00		000	0.00		000	0.00
Fenders	00.00		000	00.00		000	00.00
Trolley Tenders	00.00		000	0.00		000	0.00
Roof Strips	0.00			0.00			
Grab Handles							
Ventilation Hose-Iron							
Painting	000.00		000	00.00	000.00	000	00.00
Floor Underneath	00.00		000	00.00	00.00	000	00.00
Body Painter	00.00		000	00.00	00.00	000	00.00
Body Runners	00.00				00.00		

(Continued) : SCHEDULE OF ACTUAL AND DEPRECIATED VALUE OF [redacted]

[illegible] /C [illegible] FOR EXPLANATION OF GENERAL CODE. [illegible]

Item	Est. No. [illegible] Estimated Orig.Cost	Replacements Required and Cost	% of Deprec. On Balance	Amount of Deprec.	Est. No. 2060 Estimated Orig.Cost	Replacements Required and Cost	% of Deprec. On Balance	Amount of Deprec.
[illegible]								
[illegible]								
[illegible]								

Exhibit 8.

(Continued) DETAILED SCHEDULE SHOWING ORIGINAL AND REPLACEMENT VALUE OF [redacted]

Class [redacted] FOR EXPLANATION OF ORIGINAL COST, DATE ENDING March 31st & Sept. 30th, 1927

Item	Cat No. 1927 Estimated Orig. Cost	Replacements Required and Cost	% of Depreciation to Balance	Amount of Depreciation	Cat No. 1928 Estimated Orig. Cost	Replacements Required and Cost	% of Depreciation to Balance	Amount of Depreciation
ELECTRIC EQUIPMENT - Cont.								
Motors	$ 00.00		[redacted]	$ 00.00	$ 00.00		[redacted]	$ 00.00
Fittings	00.00		[redacted]	00.00	00.00		[redacted]	00.00
Car Wiring	00.00		[redacted]	00.00	00.00		[redacted]	00.00
Motor Cases	000.00		[redacted]	00.00	000.00		[redacted]	00.00
Cables	00.00		[redacted]	00.00	00.00		[redacted]	00.00
Car Cables	00.00		[redacted]	00.00	00.00		[redacted]	00.00
AIR EQUIPMENT								
Brakes	0.00		[redacted]	.00	0.00		[redacted]	.00
Brakeshoe Rubs & Hangs	00.00		[redacted]	00.00	00.00		[redacted]	00.00
Governor	00.00		[redacted]	.00	00.00		[redacted]	00.00
Fittings	00.00		[redacted]	00.00	00.00		[redacted]	00.00
Compressor	000.00		[redacted]	00.00	000.00		[redacted]	00.00
Compressor Valve D-2	0.00		[redacted]	.00	0.00		[redacted]	.00
Motor Valves	00.00		[redacted]	00.00	00.00		[redacted]	00.00
Air Valves	00.00		[redacted]	00.00	00.00		[redacted]	00.00
Hand Valves	00.00		[redacted]	00.00	00.00		[redacted]	00.00
Fittings								
Miscellaneous	000.00				000.00			

Exhibit 8.

Type [redacted] H.P. [redacted]

No. of Motors [redacted]

Controllers - No. [redacted] Type [redacted]

Air Equipment [redacted] Type [redacted] Cub

Safety Appliances [redacted]

Seating Capacity [redacted]

Type Seats [redacted]

Weight of Car [redacted]

GENERAL DIMENSIONS

Length over all including bumpers	[redacted]
Length over vestibule sheathing	[redacted]
Length of each platform over vestibule sheathing	[redacted]
Length over body corner posts	[redacted]
Length of Transverse seats	[redacted]
Length of wheel base of truck	[redacted]
Width over bumpers	[redacted]
Width over posts	[redacted]
Width over drip rail (extreme)	[redacted]
Height from rail to top of floor	[redacted]
Height from floor to top of window rail	[redacted]
Height from rail to top of roof	[redacted]
Height from rail to top of trolley boards	[redacted]
Post: centres	[redacted]
Sheet centres	[redacted]
Truck centres	[redacted]
Gauge of track	[redacted]
Diameter of wheels	[redacted]
Height - Floor to Headlining	[redacted]

Actual Cost

Cost - Body	$0,941.01
" Trucks	[redacted]
" Electric Equipment	[redacted]
" Air Equipment	[redacted]
" Miscellaneous	[redacted]
Total:	$0,000.00

DETAIL SHEET

Car No. [redacted] Year Built [redacted] Date of Inspection [redacted]

Body Builder [redacted] At [redacted]

Truck Builder [redacted]

Motor Manufacturer [redacted]

No. of Motors [redacted] Type [redacted] H.P. [redacted]

Controllers - No. [redacted] Type [redacted]

Air Equipment [redacted] Make [redacted] Type [redacted]

Safety Appliances [redacted]

Seating Capacity [redacted]

Type Seats [redacted]

Weight of Car [redacted]

NORMAL DIMENSIONS

Length over all including bumpers	[redacted]
Length over vestibule sheathing	[redacted]
Length of each platform over vestibule sheathing	[redacted]
Length over body corner posts	[redacted]
Length of Transverse seats	[redacted]
Length of wheel base of truck	[redacted]
Width over bumpers	[redacted]
Width over posts	[redacted]
Width over drip rail (maximum)	[redacted]
Height from rail to top of floor	[redacted]
Height from floor to top of window post	[redacted]
Height from rail to top of roof	[redacted]
Height from rail to top of trolley board	[redacted]
Post centers	[redacted]
Door centers	[redacted]
Window centers	[redacted]

Actual Cost

Car - Body	[redacted]
Trucks	[redacted]
Electric Equipment	[redacted]
Air Equipment	[redacted]
Miscellaneous	[redacted]
Total:	[redacted]

Item	Quantity	Description of Material and Size	Cost	Amount	Quantity	Description of Material and Size	Cost	Amount
Car Body - Wooden:								
Grating Wood	[redacted]		[redacted]	[redacted]	[redacted]		[redacted]	[redacted]
Grating Iron	[redacted]				[redacted]			
Grating Pins	[redacted]				[redacted]			
Grating Iron	[redacted]		[redacted]	[redacted]	[redacted]		[redacted]	[redacted]
Grating Iron Guards	[redacted]		[redacted]	[redacted]	[redacted]		[redacted]	[redacted]
Roof and Deaden	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]
Ventilators Wood	[redacted]		[redacted]	[redacted]	[redacted]		[redacted]	[redacted]
Letter Board	[redacted]		[redacted]	[redacted]	[redacted]			
Water Rail								
Posts - Body	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]
Posts - Corner Body	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]
Posts - Vestibule Corner	[redacted]		[redacted]	[redacted]	[redacted]		[redacted]	[redacted]
Posts - Vestibule Center	[redacted]		[redacted]	[redacted]	[redacted]		[redacted]	[redacted]
Rail - Upper	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]
Rail - Lower	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]
Rail - Vestibule	[redacted]		[redacted]	[redacted]	[redacted]		[redacted]	[redacted]
Belt Rail	[redacted]		[redacted]	[redacted]	[redacted]		[redacted]	[redacted]
Side Sheathing	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]
Vestibule Sheathing	[redacted]		[redacted]	[redacted]	[redacted]		[redacted]	[redacted]
Posts	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]
Underframing	[redacted]		[redacted]	[redacted]	[redacted]		[redacted]	[redacted]
Steps	[redacted]		[redacted]	[redacted]	[redacted]		[redacted]	[redacted]
Headlights	[redacted]		[redacted]	[redacted]	[redacted]		[redacted]	[redacted]
Fenders	[redacted]		[redacted]	[redacted]	[redacted]		[redacted]	[redacted]
Trailer Outdoors	[redacted]		[redacted]	[redacted]	[redacted]			
Door Stops	[redacted]				[redacted]			
Grab Handles								
Portemonies Hinge-Iron							[redacted]	[redacted]
Lighting	[redacted]		[redacted]	[redacted]	[redacted]		[redacted]	[redacted]
Floor Underneath	[redacted]		[redacted]	[redacted]	[redacted]		[redacted]	[redacted]
Body Bracket	[redacted]		[redacted]	[redacted]	[redacted]			
Body Supports	[redacted]				[redacted]			

Exhibit 8.

Exhibit 8.

Exhibit 8.

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Exhibit 8.

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(Continued) ESTIMATED OF ORIGINAL COST AND REPRODUCTED VALUE OF [illegible] CAR

(See 16 FOR EXPLANATION OF ORIGINAL COST. DATE EXAMINED [illegible]

Item	CAR NO. [illegible] Estimated Orig.Cost	Replacements Required and Cost	% of Depree. On Balance	Amount of Depree.	CAR NO. 1048 Estimated Orig.Cost	Replacements Required and Cost	% of Depree. On Balance	Amount of Depree.
ELECTRIC EQUIPMENT - Cont.								
Motors	$ 00.00		75%	$ 00.00	$ 00.00		40%	$ 00.00
Fittings	14.00		50%	7.00	14.00		40%	5.60
Car Cords	40.00		10%	4.00	40.00		10%	4.00
Motor Cases	100.00		50%	50.00	100.00		50%	50.00
Cables	00.00		50%	00.00	00.00		50%	00.00
Car Wiring	75.00		50%	00.00	75.00		50%	00.00
AIR EQUIPMENT								
Hoses	0.00		50%	.00	0.00		50%	.00
Engineer Valve & Gauge	00.00		50%	00.00	00.00		50%	00.00
Governor	00.00		50%	.00	00.00		50%	.00
Piping	75.00		50%	00.00	75.00		50%	00.00
Compressor	000.00		50%	00.00	000.00		50%	00.00
Reservoir Type D-2	0.00		50%	.00	0.00		50%	.00
Brake Valves	0.00		50%	.00	0.00		50%	.00
Air Hoses	00.00		50%	00.00	00.00		50%	00.00
Brake Cylinders	00.00		50%	0.00	00.00		50%	0.00
Fittings								
Misc. Items	[illegible]				[illegible]			

Exhibit 8.

No. of Motors 8 Type [illegible] H.P. 00

Control Gears - No. 8 Type [illegible]

Air Equipment Compressor - Gardner Make Westinghouse - Pittsburgh Type WB-26 Std

Safety Appliances D-2 Pull Rod Reservoir Valve

Seating Capacity 00

Type Seats Transverse - Rattan

Weight of Car 00,000

GENERAL DIMENSIONS

Length over all including bumpers	00' - 0"
Length over vestibule sheathing	00' - 0"
Length of each platform over vestibule sheathing	0' - 0"
Length over body corner posts	00' - 0"
Length of Transverse seats	0'0"
Length of wheel base of truck	0' - 0"
Width over bumpers	0' - 0"
Width over posts	0' - 0"
Width over drip rail (extreme)	0' - 0"
Height from rail to top of floor	0'0"
Height from floor to top of window post	0'0"
Height from rail to top of roof	11' - 0"
Height from rail to top of trolley boards	11' - 0"
Post centres	0' - 0"
Seat centres	0'0"
Truck centres	00' - 0"
Gauge of track	0' - 0"
Diameter of wheels	00" and 00"
Height - Floor to Headlining	0' - 0"

Actual Cost

Cost - Body	$0,000.00
" Trucks	000.00
" Electric Equipment	000.00
" Air Equipment	000.00
" Miscellaneous	0,000.00
Total:	$0,000.00

Exhibit 8.

DETAIL SHEET

Car No. [illegible] Year Built [illegible] Date of Inspection March 8, 1927

Body Builder Osgood-Bradley Car Company At Bridgeport, Connecticut

Truck Builder Standard - Pedrick

Motor Manufacturer Westinghouse

No. of Motors 2 Type [illegible] H.P. 50

Controllers - No. 2 Type [illegible]

Air Equipment Westinghouse - Schwager Nuts Westinghouse - Westinghouse Type [illegible]

Safety Appliances [illegible]

Seating Capacity 52

Type Seats Transverse - Rattan

Weight of Car [illegible]

GENERAL DIMENSIONS

Length over all including bumpers	[illegible]
Length over vestibule sheathing	[illegible]
Length of each platform over vestibule sheathing	[illegible]
Length over body corner posts	[illegible]
Length of Transverse seats	[illegible]
Length of wheel base of truck	[illegible]
Width over bumpers	[illegible]
Width over posts	[illegible]
Width over drip rail (estimate)	[illegible]
Height from rail to top of floor	[illegible]
Height from floor to top of window rail	[illegible]
Height from rail to top of roof	[illegible]
Height from rail to top of trolley wheels	[illegible]
Seat centers	[illegible]
Seat centers	[illegible]
Truck centers	[illegible]
Length of Trucks	[illegible]

Actual Cost

Cost - Body	$6,961.61
" Trucks	[illegible]
" Electric Equipment	[illegible]
" Air Equipment	[illegible]
" Miscellaneous	[illegible]
Total:	$8,000.44

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Item	Actual Cost	Estimated Cost	No. of Pieces	Amount of Weight	Actual Cost	Estimated Cost	No. of Pieces	Amount of Weight
Bed Sills - Wooden	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Bolster Plate	[illegible]				[illegible]			
Bolster Pads	[illegible]				[illegible]			
Bolster Bars	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Bolster Bars Bracts @	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Roof and Carlines	[illegible]	Canvas & Paint $6.00			[illegible]	Canvas & Paint $6.00		
Vestibules Frame Sills	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Letter Board	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Water Rail								
Posts - Body	[illegible]	4 @ $10.00 = $40.00	[illegible]	[illegible]	[illegible]	11 @ $10.00 = $110.00	[illegible]	[illegible]
Posts - Corner Body	[illegible]	2 @ $20.00 = $40.00	[illegible]	[illegible]	[illegible]	2 @ $20.00 = $ 40.00	[illegible]	[illegible]
Posts - Vestibule Corner	[illegible]	2 @ $10.00 = $20.00	[illegible]	[illegible]	[illegible]	2 @ $10.00 = $20.00	[illegible]	[illegible]
Posts - Vestibule Center	[illegible]	2 @ $10.00 = $20.00	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Sash - Upper	[illegible]	4 @ $2.00 = $10.00	[illegible]	[illegible]	[illegible]	8 @ $5.00 = $40.00	[illegible]	[illegible]
Sash - Lower	[illegible]		[illegible]	[illegible]	[illegible]	15 @ $4.00 = $60.00	[illegible]	[illegible]
Sash - Vestibule	[illegible]		[illegible]	[illegible]	[illegible]	2 @ $3.50 = $7.00	[illegible]	[illegible]
Belt Rail	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Side Sheathing	[illegible]	2 Sect. @ $10.00 = $20.00	[illegible]	[illegible]	[illegible]	3 Sect. @ $10.00 = $30.	[illegible]	[illegible]
Vestibule Sheathing	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Doors	[illegible]	2 Sect. @ $10.00 = $20.00	[illegible]	[illegible]	[illegible]	3 Sect. @ $10.00 = $30.00	[illegible]	[illegible]
Underframing	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Steps	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Headlights	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Fenders	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Trolley Catchers	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Roof Hooks	[illegible]				[illegible]			
Grab Handles								
Destination Signs-Iron								
Painting	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Floor Underneath	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Body Hoists	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Body Dumpers	[illegible]				[illegible]			

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(Continued) ESTIMATED ORIGINAL COST AND DEPRECIATED VALUE OF [redacted]

Dec. [redacted] C. FOR EXPLANATION OF ORIGINAL COST. DATE ENGAGED March 6th & 7th, 1917

Item	Cal 20. 1940 Estimated Orig.Cost	Cal 20. 1940 Replacements Required and Cost	Cal 20. 1940 % of Depree. On Balance	Cal 20. 1940 Amount of Depree.	Cal 20. 1940 Estimated Orig.Cost	Cal 20. 1940 Replacements Required and Cost	Cal 20. 1940 % of Depree. On Balance	Cal 20. 1940 Amount of Depree.
GAS PLANT - CONTD								
Purifiers - Complete	$ [redacted]		[redacted]	$ [redacted]	$ [redacted]		[redacted]	$ [redacted]
Lutes-Gasholder and Station	[redacted]		[redacted]	[redacted]	[redacted]		[redacted]	[redacted]
Miscellaneous Steam-Gas	[redacted]		[redacted]	[redacted]	[redacted]		[redacted]	[redacted]
Miscellaneous Steam-Coal	[redacted]		[redacted]	[redacted]	[redacted]		[redacted]	[redacted]
Steel Stacks and Fittings	[redacted]		[redacted]	[redacted]	[redacted]		[redacted]	[redacted]
Waterfall Work	[redacted]		[redacted]	[redacted]	[redacted]		[redacted]	[redacted]
Shops	[redacted]				[redacted]			
Works-Miscellaneous								
Fencing	[redacted]		[redacted]	[redacted]	[redacted]		[redacted]	[redacted]
Frogs Park	[redacted]				[redacted]			
Water-Steam								
Covering	[redacted]		[redacted]	[redacted]	[redacted]		[redacted]	[redacted]
Protection	[redacted]		[redacted]	[redacted]	[redacted]		[redacted]	[redacted]
Mixture (50 Poles-Gauge)	[redacted]		[redacted]	[redacted]	[redacted]		[redacted]	[redacted]
Well Boxes	[redacted]		[redacted]	[redacted]	[redacted]		[redacted]	[redacted]
Water Distribution - Accounts	[redacted]		[redacted]	[redacted]	[redacted]		[redacted]	[redacted]
Floor Duty - Steel	[redacted]		[redacted]	[redacted]	[redacted]		[redacted]	[redacted]
Floor Duty - Underground Equipment	[redacted]		[redacted]	[redacted]	[redacted]		[redacted]	[redacted]
Floor Distribution Steel	[redacted]		[redacted]	[redacted]	[redacted]		[redacted]	[redacted]
Floor Distribution Underground Equipment	[redacted]		[redacted]	[redacted]	[redacted]		[redacted]	[redacted]
Services - Gas	[redacted]		[redacted]	[redacted]	[redacted]	1 @ [redacted]	[redacted]	[redacted]
Meters	[redacted]		[redacted]	[redacted]	[redacted]		[redacted]	[redacted]
Meter Connections	[redacted]		[redacted]	[redacted]	[redacted]		[redacted]	[redacted]
Governors	[redacted]				[redacted]			
Stoves	[redacted]		[redacted]	[redacted]	[redacted]		[redacted]	[redacted]
Miscellaneous Apparatus	[redacted]		[redacted]	[redacted]	[redacted]		[redacted]	[redacted]

Exhibit 8.

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(Continued)

Item	Car No. [illegible] Estimated Orig. Cost	Car No. [illegible] Estimated Orig. Cost	Replacements Required and Cost	% of Depreciation to Balance	Amount of Depreciation	Car No. [illegible] Estimated Orig. Cost	Replacements Required and Cost	% of Depreciation to Balance	Amount of Depreciation
ELECTRIC EQUIPMENT - Cont.									
Wires	$ [illegible]	$ [illegible]		[illegible]%	$ [illegible]	$ [illegible]		[illegible]%	$ [illegible]
Fixtures	[illegible]	[illegible]		[illegible]%	[illegible]	[illegible]		[illegible]%	[illegible]
Car Lights	[illegible]	[illegible]		[illegible]%	[illegible]	[illegible]		[illegible]%	[illegible]
Signal Lamps	[illegible]	[illegible]		[illegible]%	[illegible]	[illegible]		[illegible]%	[illegible]
Bells	[illegible]	[illegible]		[illegible]%	[illegible]	[illegible]		[illegible]%	[illegible]
Car Heaters	[illegible]	[illegible]		[illegible]%	[illegible]	[illegible]		[illegible]%	[illegible]
AIR EQUIPMENT									
Pumps	[illegible]			[illegible]%	[illegible]	[illegible]		[illegible]%	[illegible]
Reducing Valve & Gauge	[illegible]			[illegible]%	[illegible]	[illegible]		[illegible]%	[illegible]
Governor	[illegible]			[illegible]%	[illegible]	[illegible]		[illegible]%	[illegible]
Piping	[illegible]			[illegible]%	[illegible]	[illegible]		[illegible]%	[illegible]
Compressor	[illegible]			[illegible]%	[illegible]	[illegible]		[illegible]%	[illegible]
Emergency Valve E-2	[illegible]			[illegible]%	[illegible]	[illegible]		[illegible]%	[illegible]
Feeder Valves	[illegible]			[illegible]%	[illegible]	[illegible]		[illegible]%	[illegible]
Air Tanks	[illegible]			[illegible]%	[illegible]	[illegible]		[illegible]%	[illegible]
Brake Cylinder	[illegible]			[illegible]%	[illegible]	[illegible]		[illegible]%	[illegible]
Couplers	[illegible]			[illegible]%	[illegible]	[illegible]		[illegible]%	[illegible]
Miscellaneous	[illegible]			[illegible]%	[illegible]	[illegible]		[illegible]%	[illegible]

Type [illegible]

Seating Capacity [illegible]

Type Seats [illegible]

Weight of Car [illegible]

SPECIAL DIMENSIONS

Length over all including bumpers	[illegible]
Length over vestibule sheathing	[illegible]
Length of each platform over vestibule sheathing	[illegible]
Length over body corner posts	[illegible]
Length of Transverse seats	[illegible]
Length of steel base of truck	[illegible]
Width over bumpers	[illegible]
Width over posts	[illegible]
Width over drip rail (extreme)	[illegible]
Height from rail to top of finish	[illegible]
Height from floor to top of window sash	[illegible]
Height from rail to top of roof	[illegible]
Height from rail to top of trolley boards	[illegible]
Post centers	[illegible]
Sash centers	[illegible]
Truck centers	[illegible]
Gauge of track	[illegible]
Diameter of wheels	[illegible]
Height - Floor to Headlining	[illegible]

Actual Cost

Cars - Body	$[illegible]
" Trucks	[illegible]
" Electrical Equipment	[illegible]
" Air Equipment	[illegible]
" Miscellaneous Equipment	[illegible]
Total:	$[illegible]

Exhibit 8.

DETAIL SHEET

Car No. [redacted] Year Built [redacted] Date of Inspection March 4, [redacted]

Body Builder [redacted] At Bridgeport, Pennsylvania

Truck Builder [redacted]

Other Manufacturer [redacted]

No. of Motors [redacted] Type [redacted] H.P. [redacted]

Controllers - No. [redacted] Type [redacted]

Air Equipment [redacted] Type [redacted]

Safety Appliances [redacted]

Seating Capacity [redacted]

Type Seats [redacted]

Weight of Car [redacted]

PRINCIPAL DIMENSIONS

Length over all including bumpers	[redacted]
Length over vestibule sheeting	[redacted]
Length of each platform over vestibule sheeting	[redacted]
Length over body corner posts	[redacted]
Length of Transverse seats	[redacted]
Length of wheel base of truck	[redacted]
Width over bumpers	[redacted]
Width over posts	[redacted]
Width over drip rail (extreme)	[redacted]
Height from rail to top of floor	[redacted]
Height from floor to top of center post	[redacted]
Height from rail to top of monitor	[redacted]
Height from rail to top of trolley base	[redacted]
Wheel radius	[redacted]
Wheel centers	[redacted]
Width of [illegible]	[redacted]

Material Cost

Car - Body	$4,941.51
" Trucks	880.00
" Electric Equipment	880.00
" Air Equipment	811.00
" Miscellaneous	1,370.37
Total:	$8,880.88

Exhibit 8.

Car Body - Framing								
Center Sills	[redacted]							
Bolsters - Body								
Bolsters - Truck								
Crossbar Seat								
Trolley Base Channels								
Steel end Sheets								
Vestibules Ends, Sill								
Letter Board								
Outer Sill								
Posts - Body								
Posts - Corner Body								
Posts - Vestibule Corner								
Posts - Vestibule Center								
Sash - Upper								
Sash - Lower								
Sash - Vestibule								
Belt Rail								
Side Sheeting								
Vestibule Sheeting								
Doors								
Underframing								
Steps								
Vestibule								
Roofing								
Trolley Catchers								
Roof Cloth								
Grab Handles								
Destination Signs-Iron								
Painting								
Floor Underneath								
Body Exterior								
Body Interior								

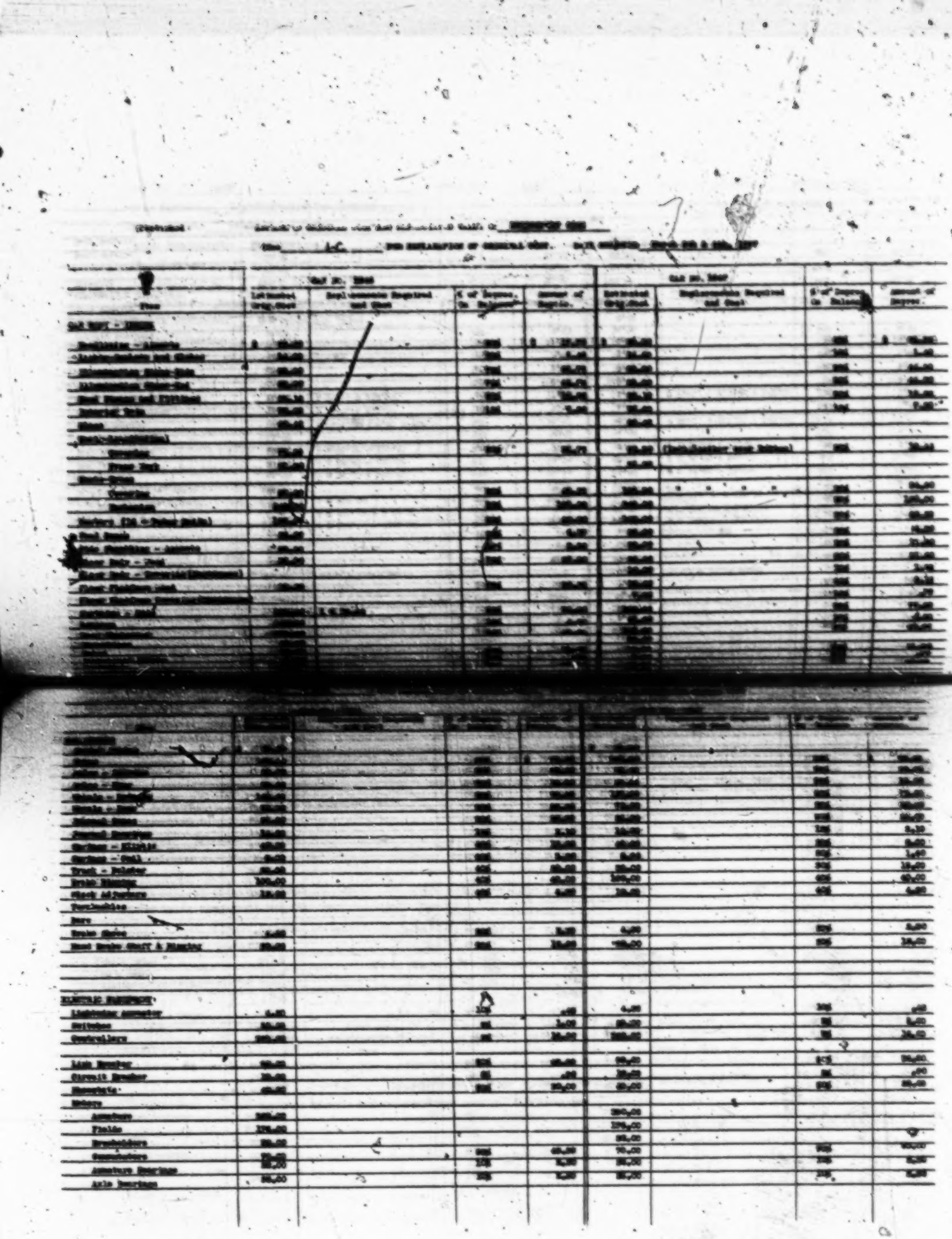

Exhibit 8.

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Exhibit 8.

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Exhibit 8.

(Continued) DETAILED ORIGINAL COST AND DEPRECIATED VALUE OF [illegible]

Item 1 C. FOR EXPLANATION OF ORIGINAL COST. DATE EXAMINED March 5th & 6th, 1917

Item	CAR NO. 1248 Estimated Orig. Cost	Replacements Required and Cost	% of Depres. On Balance	Amount of Depres.	CAR NO. 1247 Estimated Orig. Cost	Replacements Required and Cost	% of Depres. On Balance	Amount of Depres.
ELECTRIC EQUIPMENT - Cont.								
Heaters	$ 92.00		35%	$ 32.20	$ 92.00		35%	$ 32.20
Fittings	14.00		40%	5.60	14.00		40%	5.60
Motor Gauges	40.00		10%	4.00	40.00		10%	4.00
Motor Cables	280.00		35%	98.00	280.00		35%	98.00
Cables	60.00		35%	21.00	60.00		35%	21.00
Car Lining	75.00		35%	26.25	75.00		35%	26.25
AIR EQUIPMENT								
Brakes	4.00		10%	.40	4.00		10%	.40
Engineer Valve & Handle	80.00		20%	16.00	80.00		20%	16.00
Governor	14.00		6%	.84	14.00		6%	.84
Fittings	78.00		50%	39.00	78.00		50%	39.00
Compressor	220.00		60%	132.00	220.00		60%	88.00
Emergency Valve D-6	4.00		10%	.40	4.00		10%	.40
Gauge Valves	4.00		10%	.40	4.00		10%	.40
Air Brake	70.00		20%	14.00	70.00		20%	14.00
Brake Cylinder	40.00		20%	8.00	40.00		20%	8.00
Whistles								
Miscellaneous	1000.00				1000.00			

Exhibit 8.

No. of Motors 4 Type [illegible] H.P. 50

Controllers - No. 2 Type [illegible]

Air Equipment Compressor - Governor Make Westinghouse - Westinghouse Type D-28-25 D-6

Safety Appliances Hand Rail Guard Emergency Valve

Seating Capacity 56

Type Seats Transverse - Rattan

Weight of Car 39,000

GENERAL DIMENSIONS

Length over all including bumpers	48' - 0"
Length over vestibule sheathing	47' - 0"
Length of each platform over vestibule sheathing	3' - 0"
Length over body corner posts	38' - 0"
Length of Transverse seats	8'0"
Length of wheel base of truck	6' - 6"
Width over bumpers	9' - 6"
Width over posts	8' - 6"
Width over drip rail (extreme)	8' - 6"
Height from rail to top of floor	3'6"
Height from floor to top of window roof	8'6"
Height from rail to top of roof	11' - 6"
Height from rail to top of trolley boards	11' - 6"
Post centres	5' - 3½"
Seat centres	2'6"
Truck centres	26' - 0"
Gauge of track	4' - 8½"
Diameter of Wheels	33" and 28"
Height - Floor to Headlining	7' - 0"

Actual Cost

Cost - Body	$8,961.01
" Trucks	800.00
" Electric Equipment	2800.00
" Air Brakes	811.88
" Miscellaneous Equipment	2,377.17
Total:	$15,888.46

Exhibit 8.

780

Exhibit 8.

781

(Continued) ESTIMATED ORIGINAL COST AND DEPRECIATED VALUE OF Refrigerator Cars

(Per 15 FOR EXPLANATION OF ORIGINAL COST. DATE EXAMINED March 8, 1928

Item	CAR NO. 2000 Estimated Orig. Cost	Replacements Required and Cost	% of Depree. On Balance	Amount of Depree.	CAR NO. Estimated Orig. Cost	Replacements Required and Cost	% of Depree. On Balance	Amount of Depree.
CAR TRUCKS								
Journal Plates	$ 24.00							
Truck	200.00		3%	$ 24.00				
Axles - Driving	60.00		40%	24.00				
Axles - Pony	40.00		40%	16.00				
Wheels - Driving	180.00		40%	72.00				
Wheels - Pony	80.00		40%	32.00				
Journal Boxes	40.00		40%	16.00				
Journal Bearings	16.00		30%	4.80				
Springs - Elliptic	40.00		10%	4.00				
Springs - Coil	8.00		10%	.80				
Truck - Bolsters	100.00		40%	40.00				
Brake Hangers	100.00		40%	40.00				
Miscellaneous	10.00		40%	4.00				
Transoms								
Bars								
Brake Shoes	4.00		30%	1.20				
Head Brake Staff & Ratchet	20.00		40%	8.00				
ELECTRIC EQUIPMENT								
Lightning Arrester	4.00		30%	1.20				
Switches	20.00		5%	1.00				
Controllers	200.00		8%	16.00				
Line Breaker	20.00		20%	4.00				
Circuit Breaker	10.00		3%	.30				
Resistors	80.00		20%	16.00				
Motors								
Armatures								
Fields								
Gears								

(Continued) ESTIMATED ORIGINAL COST AND DEPRECIATED VALUE OF Refrigerator Cars

(Per 15 FOR EXPLANATION OF ORIGINAL COST. DATE EXAMINED March 8, 1928

Item	CAR NO. 2000 Estimated Orig. Cost	Replacements Required and Cost	% of Depree. On Balance	Amount of Depree.	CAR NO. Estimated Orig. Cost	Replacements Required and Cost	% of Depree. On Balance	Amount of Depree.
ELECTRIC EQUIPMENT - Cont								
Car Lamps	$ 32.00		30%	$ 12.00				
Fixtures	24.00		30%	7.20				
Door Cocks	10.00		40%	4.00				
Motor Cocks	200.00		40%	80.00				
Cables	80.00		40%	32.00				
Car Wiring	70.00		40%	28.00				
AIR EQUIPMENT								
Gauges	4.00		10%	.40				
Engine Valve & Saddle	80.00		40%	32.00				
Governor	16.00		5%	.80				
Piping	70.00		40%	28.00				
Cut-out Cock	200.00		40%	80.00				
Emergency Valve H-2	8.00		10%	.70				
Check Valves	8.00		10%	.70				
Air Tanks	10.00		40%	16.00				
Brake Cylinder	20.00		40%	7.00				
Whistles								
Miscellaneous	100.00							
Estimated Tot. Orig. Cost:	$ 2,202.70	$ 200.00		$1,000.10				
Deductions	2,140.00							
Present Anti. Depree. Value	4,000.00							
If Obsolescence is Considered Car is worth	$ 2,000.00							

Exhibit 8. 782

Exhibit 8. 783

DETAIL SHEET

Exhibit 8.

784

Exhibit 8.

785

Exhibit 8.

Exhibit 8.

Exhibit 8.

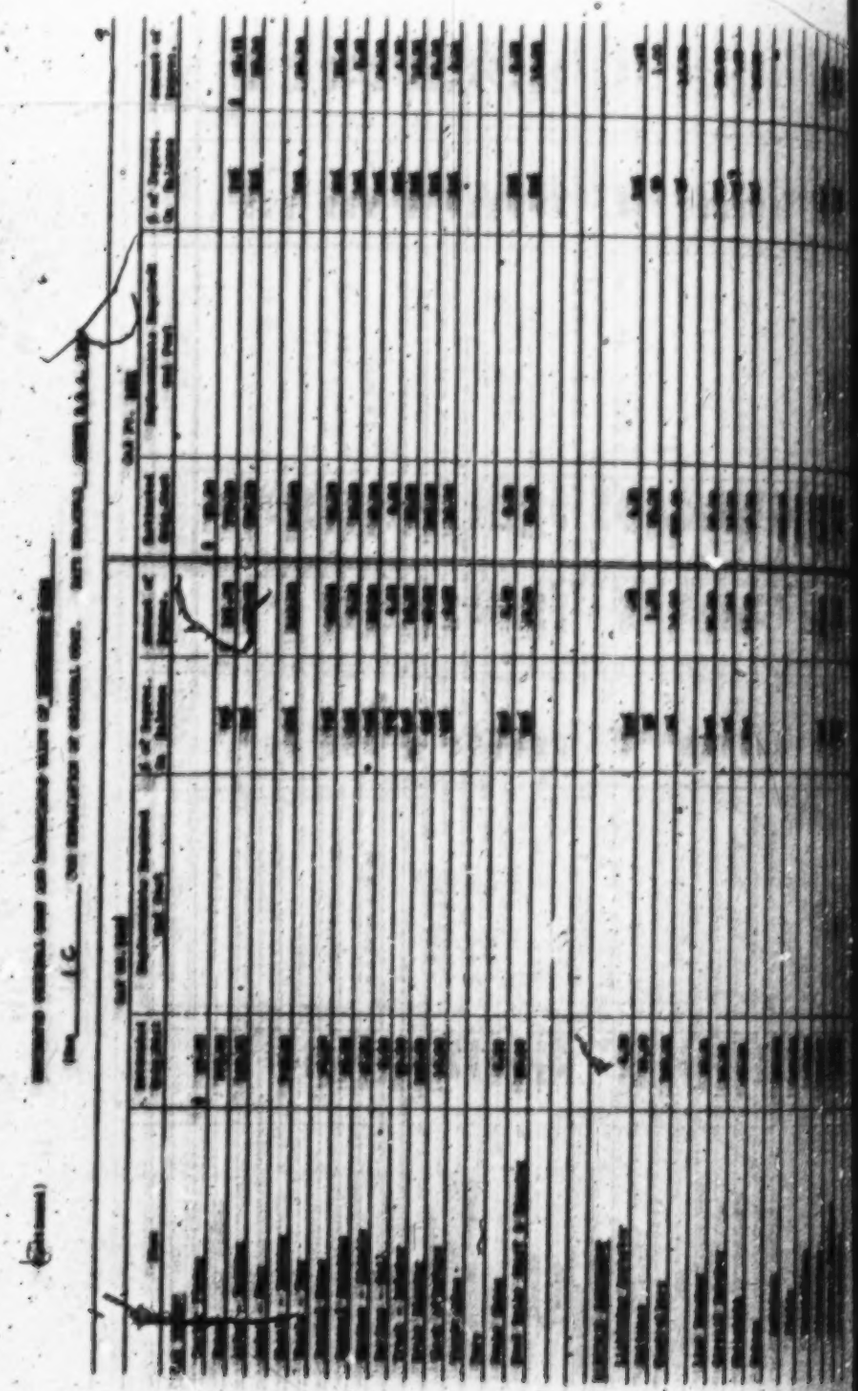
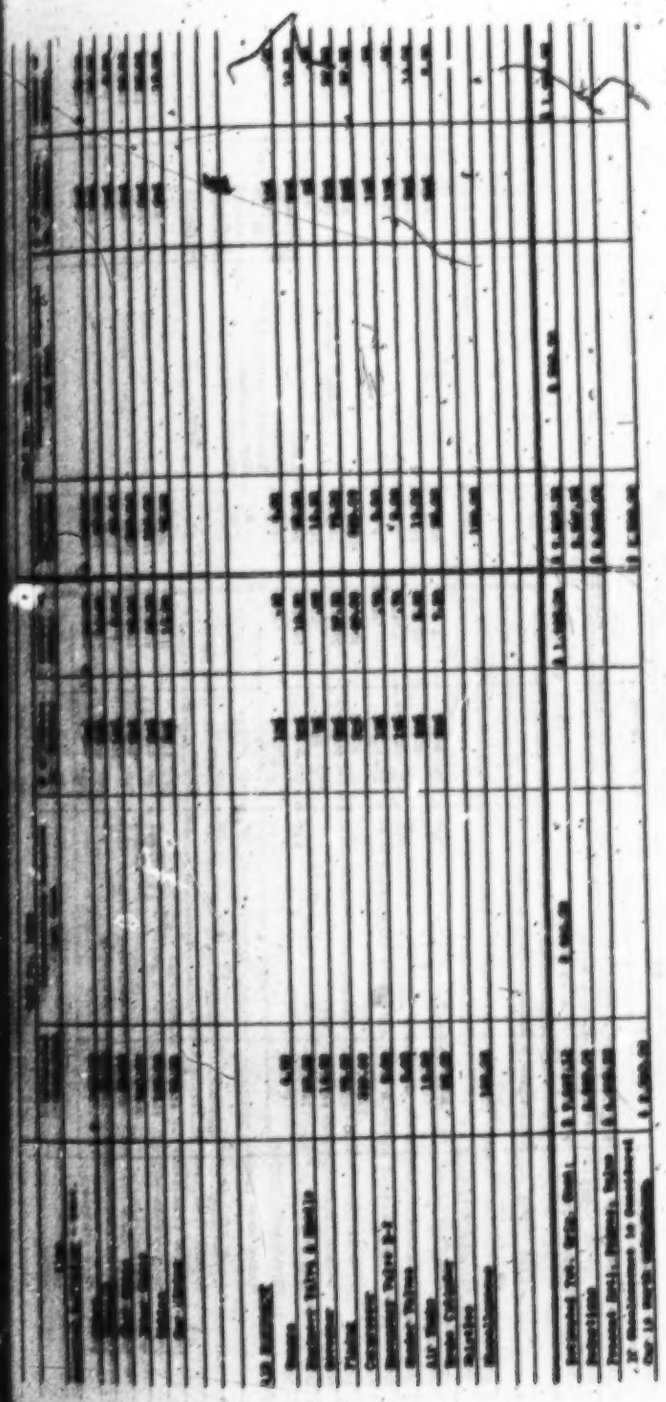


Exhibit 8.



DETAIL SHEET

Car No. 2004 Year Built 1927 Date of Inspection March 4, 1927

Body Builder Canada Steel Car Company At Bridgeport, Connecticut

Truck Builder Standard - G-22

Motor Manufacturer Westinghouse

No. of Motors 4 Type WH-561-B H.P. 40

Controllers - No. 2 Type K-6-L

Air Equipment Compressor - Westinghouse Type HS-14 G-6

Safety Appliances K-6 Emergency Valve

Seating Capacity 52

Type Seats Transverse - Rattan

Weight of Car 54,000

GENERAL DIMENSIONS

Length over A.I including bumpers	46' - 0"
Length over vestibule sheathing	45' - 0"
Length of each platform over vestibule sheathing	3' - 0" : 3' - 0" : 3' - 0"
Length over body corner posts	39' 4½" 0"
Length of transverse seats	36"
Length of wheel base of truck	4' - 0"
Width over bumpers	9' - 3⅝"
Width over posts	8' - 6"
Width over drip rail (extreme)	8' 6"
Height from rail to top of floor	3'6"
Height from floor to top of window rail	3'6"
Height from rail to top of roof	11' - 0"
Height from rail to top of trolley boards	11' - 0"
Post centres	5' - 2½"
Seat centres	2'6"
Truck centres	34' - 0"
Gauge of truck	4' - 8½"
Diameter of wheels	33" and 28"
Height - Floor to Headlining	7' - 0"

Actual Cost

Cost - Body	$3,951.81
" Trucks	900.00
" Electric Equipment	890.00
" Air Equipment	311.00
" Miscellaneous	1,371.37
Total:	$7,424.18

Exhibit 8.

790

DETAIL SHEET

Car No. 2004 Year Built 1927 Date of Inspection March 4, 1927

Body Builder Canada Steel Car Company At Bridgeport, Connecticut

Truck Builder Standard - G-22

Motor Manufacturer Westinghouse

No. of Motors 4 Type WH-561-B H.P. 40

Controllers - No. 2 Type K-6-L

Air Equipment Compressor - Westinghouse Type HS-14 G-6

Safety Appliances K-6 Emergency Valve

Seating Capacity 52

Type Seats Transverse - Rattan

Weight of Car 54,000

GENERAL DIMENSIONS

Length over A.I including bumpers	46' - 0"
Length over vestibule sheathing	45' - 0"
Length of each platform over vestibule sheathing	3' - 0" : 3' - 0" : 3' - 0"
Length over body corner posts	39' 4½" 0"
Length of transverse seats	36"
Length of wheel base of truck	4' - 0"
Width over bumpers	9' - 3⅝"
Width over posts	8' - 6"
Width over drip rail (extreme)	8' 6"
Height from rail to top of floor	3'6"
Height from floor to top of window rail	3'6"
Height from rail to top of roof	11' - 0"
Height from rail to top of trolley boards	11' - 0"
Post centres	5' - 2½"
Seat centres	2'6"
Truck centres	34' - 0"
Gauge of truck	4' - 8½"
Diameter of wheels	33" and 28"
Height - Floor to Headlining	7' - 0"

Actual Cost

Cost - Body	$3,951.81
" Trucks	900.00
" Electric Equipment	890.00
" Air Equipment	311.00
" Miscellaneous	1,371.37
Total:	$7,424.18

Exhibit 8.

791

ESTIMATED ORIGINAL COST AND DEPRECIATED VALUE OF [illegible]

(See I. C. FOR EXPLANATION OF ORIGINAL COST.) DATE EXAMINED March 4th, 1937

Item	CAR NO. 3894 Estimated Orig. Cost	Replacements Required and Cost	% of Depres. On Balance	Amount of Depres.	CAR NO. 3898 Estimated Orig. Cost	Replacements Required and Cost	% of Depres. On Balance	Amount of Depres.
CAR "ART - CONTINUED								
Trolley Pedal	$ 8.00		80%	$ 6.40	$ 8.00		80%	$ 6.40
Trolley Harp	8.00				8.00			
Trolley Pole	8.00				8.00			
Trolley Base	44.00		10%	4.40	44.00		10%	4.40
Trolley Base Handle	4.00		10%	.40	4.00			
Roof and Ornate	200.00	16 Win.Sashes 200.Oklahoma.			200.00	Garage & Paint 50.00		
Ventilators-W or Drill	84.00	0	80%	42.00	84.00		80%	42.00
Letter Board	37.00		80%	8.80	37.00		10%	8.80
Water Rail								
Posts - Body	100.00	17 @ $10.00 = $170.00	80%	40.00	100.00	16 @ $10.00 = $160.00	80%	40.00
Posts - Corner Body	80.00	2 @ $10.00 = $ 20.00	80%	32.00	80.00	1 @ $10.00	80%	32.00
Posts - Vestibule Corner	44.00		80%	35.20	44.00	1 @ $10.00	80%	35.20
Posts - Vestibule Center	49.00		80%	39.20	49.00		80%	39.20
Sash - Upper	84.00	2 @ $5.00 = $10.00	80%	67.16	84.00	2 @ $5.00 = $10.00	80%	80.00
Sash - Lower	80.00	13 @ $5.00 = $65.00	80%	81.00	80.00	16 @ $5.00 = $80.00	80%	80.00
Sash - Vestibule	25.00	2 @ $5.00 = $7.00	80%	5.04	25.00	1 @ $5.00	80%	20.00
Belt Rail	14.00		80%	14.00	14.00		80%	8.00
Side Sheeting	70.00		80%	56.00	70.00	11 Sheets @ $10.00 = $110.	80%	10.75
Vestibule Sheeting	10.00		80%	4.00	10.00		80%	7.00
Doors	31.00	2 Doors @ $15.00 = $30.00	80%	24.76	31.00	2 Sheets @ $10.00 = $20.00	80%	17.07
Underframe	200.00		80%	160.00	200.00		80%	160.00
Steps	10.00		80%	8.00	10.00		80%	8.00
Headlights	10.00		80%	8.00	10.00		80%	8.00
Fenders	60.00		70%	42.00	60.00		10%	8.40
Trolley Catchers	10.00		80%	8.00	10.00			
Roof Stops	4.00				4.00			
Sash Fastics							80%	80.00
Partitions			80%	80.00			80%	10.00
			80%	20.00			80%	

Item	CAR NO. [illegible] Estimated Orig. Cost	Replacements Required and Cost	% of Depres. On Balance	Amount of Depres.	CAR NO. [illegible] Estimated Orig. Cost	Replacements Required and Cost	% of Depres. On Balance	Amount of Depres.
[illegible]							80%	$ 8.00
[illegible]	$ 20.00		80%	$ 16.00	$ 20.00		80%	16.00
Platforms - Ornate	14.00		80%	3.08	14.00		80%	10.00
Platform Handrail and Gates	100.00		80%	44.00	100.00		80%	80.00
Illuminated Number-Side	75.00		80%	44.00	80.00		80%	16.00
Illumination Number-End	20.00		80%	16.00	20.00		10%	7.20
Head Linings and Fittings	80.00		80%	7.00	75.00			
Interior Trim	80.00				60.00			
Glass	60.00						80%	14.70
Seats-Longitudinal			80%	80.00	75.00			
Covering	75.00				81.00			
Frame Work	31.00						80%	12.40
Seats-Cross			80%	80.10	80.00		80%	120.00
Covering	80.00		80%	120.00	240.00		80%	48.00
Mechanism	240.00		80%	48.00	140.00		80%	4.00
Heaters (16 Heater Units)	140.00		80%	4.00	80.00		80%	8.00
Hand Rails	80.00		10%	8.00	80.00		80%	16.00
Side Sheeting - Ornate	80.00		80%	80.00	80.00			
Floor Body - Sand	80.00						80%	4.00
Floor Body - Covering			80%	11.20	12.00			
Floor Platform Sand	12.00						80%	72.00
Floor Platform-Covering			80%	77.00	180.00	1 @ 20.00	10%	4.00
Curtains - Side	180.00		80%	4.00	40.00		80%	40.00
Drivers	40.00		80%	40.00	100.00			
Door Mechanism	200.00				80.00			
Step Risers 1 p	80.00		70%	11.20	16.00		70%	11.20
Gongs	10.00		10%	.70	7.00		10%	.70
Windshield Risers	7.00		70%	40.00	80.00		70%	40.00
Registers	80.00				75.00			
Miscellaneous Hardware	75.00							

(Continued) ESTIMATED ORIGINAL COST AND DEPRECIATED VALUE OF MISSISSIPPI GIN

(See 4 C FOR EXPLANATION OF ORIGINAL COST. DATE EXAMINED: March 4th, 1937

Item	CAR NO. 3884 Estimated Orig.Cost	Replacements Required and Cost	% of Depree. On Balance	Amount of Depree.	CAR NO. 1888 Estimated Orig.Cost	Replacements Required and Cost	% of Depree. On Balance	Amount of Depree.
CAR TRUCKS								
Center Plates	$ 30.00		75%	$ 22.50	$ 30.00		25%	$ 22.75
Frame	225.00		80%	80.00	275.00		25%	20.00
Axles - Driving	100.00				100.00			
Axles - Pony								
Wheels - Driving	240.00		10%	24.00	200.00		10%	20.00
Wheels - Pony								
Journal Boxes	24.00		20%	20.00	24.00		70%	16.80
Journal Bearings	24.00		70%	8.40	24.00		30%	8.40
Springs - Elliptic	30.00		80%	24.00	40.00		20%	24.00
Springs - Coil	40.00		80%	4.80	8.00		60%	4.80
Brake - Selector	8.00		20%	10.00	10.00		20%	10.00
Brake Blocking	80.00		20%	20.00	200.00		20%	50.00
Slack Adjusters	100.00		10%	5.00	12.00		20%	4.00
Turnbuckles	10.00							
Bars								
Brake Shoes	8.00		90%	8.00	8.00		90%	8.00
Head Brake Shaft & Hanging	80.00		20%	16.00	80.00		20%	16.00
ELECTRIC EQUIPMENT								
Lightning Arrester	4.00		20%	0.80	4.00		20%	0.80
Switches	20.00		80	1.00	20.00		80	1.00
Controllers	200.00		80	16.00	200.00		80	16.00
Motors	400.00		20%	80.00	400.00		20%	80.00
Line Breaker	40.00		80	.80	20.00		80	.80
Circuit Breaker	20.00		80%	20.00	20.00		20%	20.00
Rheostats	80.00				80.00			
Motors								
Armatures								
Brushes								
Fields								
ELECTRIC EQUIPMENT - Cont.								
Gears	200.00		20%	40.00	200.00		20%	40.00
Pinions	80.00		20%	16.00	80.00		20%	16.00
Gear Cases	80.00		20%	4.00	20.00		80%	4.00
Motor Cases	200.00		20%	20.00	200.00		20%	20.00
Cables	100.00		20%	20.00	100.00		20%	20.00
Car Wiring	75.00		20%	15.00	75.00		20%	15.00
AIR EQUIPMENT								
Cocks	4.00		20%	.80	4.00		20%	.80
Engineer Valve & Handle	50.00		20%	10.00	50.00		20%	10.00
Governor	10.00		5%	.50	10.00		5%	.50
Piping	75.00		20%	15.00	75.00		20%	15.00
Compressor	200.00		20%	40.00	200.00		20%	40.00
Emergency Valve H-T	8.00		10%	.75	8.00		10%	.75
Sander Valves	8.00		10%	.75	8.00		10%	.75
Air Tanks	10.00		70%	14.00	10.00		80%	14.10
Brake Cylinder	50.00		20%	7.00	50.00		20%	7.00
Whistles					8.00		10%	.80
Miscellaneous	100.00				100.00			
								$1,910.71
Estimated Tot. Orig. Cost:	$7,007.00	$404.00		$1,548.48	$7,100.00	$473.00		
Deductions	1,061.48				1,189.71			
Present Acti. Depree. Value	$4,745.87				$4,904.61			
If Obsolescence is Considered Car is Worth	$3,300.00				$3,300.00			

DETAIL SHEET

Car No. 3000 — Year Built 1926 — Date of Inspection March 5, 1927

Body Builder J. G. Brill Company — At Bridgeport, Connecticut

Truck Builder Standard 4-wheel

Motor Manufacturer Westinghouse

No. of Motors 4 — Type 306-A — H.P. 50

Controllers - No. 2 — Type K-35

Air Equipment Compressor - Governor — Make Westinghouse - Westinghouse — Type HSP11 D-1

Safety Appliances D-2 Pull Cord Emergency Valve

Seating Capacity 52

Type Seats Transverse - Rattan

Weight of Car 48,000

GENERAL DIMENSIONS

Length over all including bumpers	48' - 0"
Length over vestibule sheathing	46' - 0"
Length of each platform over vestibule sheathing	4' - 10½"
Length over body corner posts	37' - 10"
Length of Transverse seats	8'0"
Length of wheel base of truck	6'-6"
Width over bumpers	9' - 2"
Width over posts	8' - 7"
Width over drip rail (extreme)	8' - 9½"
Height from rail to top of floor	4'0"
Height from floor to top of window roof	6'0"
Height from rail to top of roof	10' - 10½"
Height from rail to top of trolley boards	11' - 10"
Post centres	2'0"
Seat centres	2'0"
Truck centres	30' - 10½"
Gauge of truck	4' - 8½"
Diameter of wheels	2'0"
Height Floor to Headlining	7' - 6½"

Actual Cost

Cost - Body	$ 7,000.00
" Trucks	5,000.00
" Electrical Equipment	4,000.00
" Air Brakes	400.00
" Miscellaneous	46.75
Total:	$16,446.75

Exhibit 8.

DETAIL SHEET

Car No. 3000 — Year Built 1926 — Date of Inspection March 5, 1927

Body Builder J. G. Brill Company — At Bridgeport, Connecticut

Truck Builder Standard 4-wheel

Motor Manufacturer Westinghouse

No. of Motors 4 — Type 306-A — H.P. 50

Controllers - No. 2 — Type K-35

Air Equipment Compressor - Governor — Make Westinghouse - Westinghouse — Type HSP11 D-1

Safety Appliances D-2 Pull Cord Emergency Valve

Seating Capacity 52

Type Seats Transverse - Rattan

Weight of Car 48,000

GENERAL DIMENSIONS

Length over all including bumpers	48' - 0"
Length over vestibule sheathing	46' - 0"
Length of each platform over vestibule sheathing	4' - 10½"
Length over body corner posts	37' - 10"
Length of Transverse seats	8'0"
Length of wheel base of truck	6'-6"
Width over bumpers	9' - 2"
Width over posts	8' - 7"
Width over drip rail (extreme)	8' - 9½"
Height from rail to top of floor	4'0"
Height from floor to top of window roof	6'0"
Height from rail to top of roof	10' - 10½"
Height from rail to top of trolley boards	11' - 10"
Post centres	2'0"
Seat centres	2'0"
Truck centres	30' - 10½"
Gauge of truck	4' - 8½"
Diameter of wheels	2'0"
Height Floor to Headlining	7' - 6½"

Actual Cost

Cost - Body	$ 7,000.00
" Trucks	5,000.00
" Electrical Equipment	4,000.00
" Air Equipment	400.00
" Miscellaneous Equipment	46.75
Total:	$16,446.75

Exhibit 8.

ESTIMATED ORIGINAL COST AND DEPRECIATED VALUE OF _____

(See _____ FOR EXPLANATION OF ORIGINAL COST. DATE ACQUIRED: _____

Item	Estimated Orig. Cost	Replacements Required and Cost	% of Depreciation	Amount of Depreciation	Estimated Orig. Cost	Replacements Required and Cost	% of Depreciation	Amount of Depreciation

Exhibit 8.

Exhibit 8.

Exhibit 8.

DETAIL SHEET

Car No. [illegible]
Body Builder [illegible]
Truck Builder [illegible]
Motor Manufacturer [illegible]
No. of Motors 4
Controllers - No. 8
Air Equipment [illegible]
Safety Appliances [illegible]
Seating Capacity [illegible]
Type Seats [illegible]
Weight of Car [illegible]

Year Built [illegible]
Type [illegible] H.P. [illegible]
Type [illegible]
Make [illegible] Type [illegible]

Date of Inspection [illegible]
At [illegible]

GENERAL DIMENSIONS

Length over all including bumpers	[illegible]
Length over vestibule sheathing	[illegible]
Length of each platform over vestibule sheathing	[illegible]
Length over body corner posts	[illegible]
Length of Transverse seats	[illegible]
Length of wheel base of truck	[illegible]
Width over bumpers	[illegible]
Width over posts	[illegible]
Width over drip rail (extreme)	[illegible]
Height from rail to top of floor	[illegible]
Height from floor to top of window rail	[illegible]
Height from rail to top of roof	[illegible]
Height from rail to top of trolley boards	[illegible]
Post centres	[illegible]
Seat centres	[illegible]
Truck centres	[illegible]
Gauge of track	[illegible]
Diameter of wheels	[illegible]
Height Floor to Headlining	[illegible]

Actual Cost

Cost - Body	$ [illegible]
" Brakes	[illegible]
" Electric Equipment	[illegible]
" Air Equipment	[illegible]
" Miscellaneous Equipment	[illegible]
Total	$ [illegible]

DETAIL SHEET

Car No. [illegible]
Body Builder [illegible]
Truck Builder [illegible]
Motor Manufacturer [illegible]
No. of Motors 4
Controllers - No. 8
Air Equipment [illegible]
Safety Appliances [illegible]
Seating Capacity [illegible]
Type Seats [illegible]
Weight of Car [illegible]

Year Built [illegible]
Type [illegible] H.P. [illegible]
Type [illegible]
Make [illegible] Type [illegible]

Date of Inspection [illegible]
At [illegible]

GENERAL DIMENSIONS

Length over all including bumpers	[illegible]
Length over vestibule sheathing	[illegible]
Length of each platform over vestibule sheathing	[illegible]
Length over body corner posts	[illegible]
Length of Transverse seats	[illegible]
Length of wheel base of truck	[illegible]
Width over bumpers	[illegible]
Width over posts	[illegible]
Width over drip rail (extreme)	[illegible]
Height from rail to top of floor	[illegible]
Height from floor to top of window rail	[illegible]
Height from rail to top of roof	[illegible]
Height from rail to top of trolley boards	[illegible]
Post centres	[illegible]
Seat centres	[illegible]
Truck centres	[illegible]
Gauge of track	[illegible]
Diameter of wheels	[illegible]
Height Floor to Headlining	[illegible]

Actual Cost

Cost - Body	$ [illegible]
" Brakes	[illegible]
" Electric Equipment	[illegible]
" Air Brakes	[illegible]
" Miscellaneous Equipment	[illegible]
Total	$ [illegible]

Exhibit 8.

Exhibit 8.

804

REVISED ORIGINAL COST AND DEPRECIATED VALUE OF [redacted]

(See (J) FOR EXPLANATION OF ORIGINAL COST. DATA SEARCH.) [redacted]

Item	CAR NO. [redacted] Estimated Orig.Cost	Replacements Required and Cost	% of Deprec. On Balance	Amount of Deprec.	CAR NO. [redacted] Estimated Orig.Cost	Replacements Required and Cost	% of Depreci On Balance	Amount of Deprec.
CAR BODY - OMAHA:								
Trolley Reel								
Trolley Harp								
Trolley Pole								
Trolley Base								
Trolley Base Boards								
Roof and Canvas								
Vestibules-Each Shell								
Letter Board								
Gong Rail								
Posts - Body								
Posts - Corner Body								
Posts - Vestibule Corner								
Posts - Vestibule Center								
Sash - Panel Side &								
Sash - Lower Sash								
Sash - Vestibule								
Sill Rail								
Side Sheathing								
Vestibule Sheathing								
Posts								
Underframe								
Steps								
Headlights								
Pockets								
Trolley Catchers								
Roof Sheet								
Sash Weights								
Electrical Equip.-Misc.								
Heaters								
Miscellaneous Metal								

Exhibit 8.

(Continued) ESTIMATED ORIGINAL COST AND REPLACEMENT VALUE OF _____

(Use _____ FOR EXPLANATION OF ORIGINAL COST. DATE APPRAISED March 9th & 10th, 1937

Item	CAR NO. Estimated Orig. Cost	Replacements Required and Cost	% of Deprec. On Balance	Amount of Deprec.	CAR NO. Estimated Orig. Cost	Replacements Required and Cost	% of Deprec. On Balance	Amount of Deprec.
CAR TRUCK								
Center Plates	$ 35.00				$ 35.00			
Plates	450.00		80%	$ 360.00	450.00		80%	$ 360.00
Arches	380.00		80%	304.00	380.00		80%	304.00
Arches - Bolster								
Arches - Side			80%	280.00	350.00		80%	280.00
Bearing or Brasses	880.00							
Bearing - Side			80%	704.00	880.00		80%	704.00
Bolster	1,000.00		80%	800.00	1,000.00		80%	800.00
Bolster Springs	240.00		20%	48.00	240.00		20%	48.00
Bolster - Waste	60.00		10%	6.00	60.00		10%	6.00
Bolster - Oil	140.00		50%	70.00	140.00		50%	70.00
Brake - Bolster	140.00		50%	70.00	140.00		50%	70.00
Brake Fixtures	200.00		80%	160.00	200.00		80%	160.00
Coupler Attachments	80.00				80.00			
Journal Boxes								
Pedestals								
Pedestal Lugs								
Springs								
Spring Plates								
Steps								
Truck Side Frames								
Truck Transoms								
Wheels								
Wheels and Axles								
Wheels - Steel								
Wheels - Chilled								
Wheels - Steel Tired								
Wheels - Steel Tires								
Wheels - Steel Centers								
Wheels - Steel Plate								
Wheels - Steel Spoke								
Wheels - Steel Solid								
Wheels - Steel Solid Plate								
Wheels - Steel Solid Spoke								
Wheels - Steel Solid Tired								
Wheels - Steel Solid Tires								
Wheels - Steel Solid Centers

DETAIL SHEET

Car No. [redacted] Year Built [redacted] Date of Inspection [redacted]

Body Builder [redacted] At [redacted]

Truck Builder [redacted]

Motor Manufacturer [redacted]

No. of Motors 4 Type [redacted] H.P. [redacted]

Controllers - No. 2 Type [redacted]

Air Equipment [redacted] Type [redacted]

Safety Appliances [redacted]

Seating Capacity [redacted]

Type Seats [redacted]

Weight of Car [redacted]

NORMAL DIMENSIONS

Length over all including bumpers	[redacted]
Length over vestibule sheathing	[redacted]
Length of each platform over vestibule sheathing	[redacted]
Length over body corner posts	[redacted]
Length of Transverse seats	[redacted]
Length of wheel base of truck	[redacted]
Width over bumpers	[redacted]
Width over posts	[redacted]
Width over drip rail (extreme)	[redacted]
Height from rail to top of floor	[redacted]
Height from floor to top of window roof	[redacted]
Height from rail to top of roof	[redacted]
Height from rail to top of trolley boards	[redacted]
Post centres	[redacted]
Seat centres	[redacted]
Truck centres	[redacted]
Gauge of track	[redacted]
Diameter of wheels	[redacted]
Height - Floor to Headlining	[redacted]

Actual Cost

Cost - Body	[redacted]
" Trucks	[redacted]
" Electric Equipment	[redacted]
" Air Equipment	[redacted]
" Miscellaneous Equipment	[redacted]
Total	[redacted]

Car No. [redacted] Year Built [redacted] Date of Inspection [redacted]

Body Builder [redacted] At [redacted]

Truck Builder [redacted]

Motor Manufacturer [redacted]

No. of Motors 4 Type [redacted] H.P. [redacted]

Controllers - No. 2 Type [redacted]

Air Equipment [redacted] Type [redacted]

Safety Appliances [redacted]

Seating Capacity [redacted]

Type Seats [redacted]

Weight of Car [redacted]

NORMAL DIMENSIONS

Length over all including bumpers	[redacted]
Length over vestibule sheathing	[redacted]
Length of each platform over vestibule sheathing	[redacted]
Length over body corner posts	[redacted]
Length of Transverse seats	[redacted]
Length of wheel base of truck	[redacted]
Width over bumpers	[redacted]
Width over posts	[redacted]
Width over drip rail (extreme)	[redacted]
Height from rail to top of floor	[redacted]
Height from floor to top of window roof	[redacted]
Height from rail to top of roof	[redacted]
Height from rail to top of trolley boards	[redacted]
Post centres	[redacted]
Seat centres	[redacted]
Truck centres	[redacted]
Gauge of track	[redacted]
Diameter of wheels	[redacted]
Height - Floor to Headlining	[redacted]

Actual Cost

Cost - Body	[redacted]
" Trucks	[redacted]
" Electric Equipment	[redacted]
" Air Equipment	[redacted]
" Miscellaneous Equipment	[redacted]
Total:	[redacted]

Exhibit 8.

Exhibit 8.

DIU

Exhibit 8.

Exhibit 8.

REPAIR SHEET

Car No. Plow 04858 Year Built 1914 Date of Inspection March 4, 1929

Body Builder Canada Car Company At Hillsboro, Pennsylvania

Truck Builder Canada Plow Trucks

Motor Manufacturer Westinghouse

No. of Motors 4 Type 101 H.P. 25

Controllers - No. 2 Type 101

Air Equipment Compressor - Gardner Make Westinghouse - Canada Electric Type 8-EMC-10 H.P.

Safety Appliances

Seating Capacity

Type Seats

Height of Car

GENERAL DIMENSIONS

Length over all including bumpers	42' - 0"
Length over vestibule sheathing	
Length of each platform over vestibule sheathing	
Length over body corner posts	32' - 10"
Length of Transverse seats	
Length of wheel base of truck	6' - 0"
Width over bumpers	
Width over posts	
Width over drip rail (extreme)	
Height from rail to top of floor	
Height from floor to top of window rest	
Height from rail to top of roof	
Height from rail to top of trolley boards	
Post centres	
Truck centres	
Gauge of truck	
Diameter of wheels	

This is a double truck snow plow. It has a vestibule body mounted on two Canada Manufacturing Company special plow trucks. It has a shear plow on each end approximately 8' wide, one end of which extends beyond the body approximately 20'. It also has a side wing plow on each side. The unit generally is in fair condition and because of the limited purpose for which it is used there is little or no obsolescence. The plow was estimated by the Company to be worth $6,250 in 1914. The motor part of the body is badly corroded. My estimate is that the unit has on a whole depreciated 60% from the original value leaving the present value $2500.

Exhibit 8.

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REPAIR SHEET

Car No. Plow 04859 Year Built 1914 Date of Inspection March 4, 1929

Body Builder Canada Car Co. At Hillsboro, Pennsylvania

Truck Builder Canada Plow Truck

Motor Manufacturer Canada Electric Company

No. of Motors 4 Type 99 H.P. 25

Controllers - No. 2 Type 101

Air Equipment Compressor - Gardner Make Westinghouse - Canada Electric Type 8 - EMC - 10 H.P.

Safety Appliances

Seating Capacity

Type Seat.

Height of Car No Seat

GENERAL DIMENSIONS

Length over all including bumpers	42' - 0"
Length over vestibule sheathing	
Length of each platform over vestibule sheathing	
Length over body corner posts	32' - 10"
Length of Transverse seats	
Length of wheel base of truck	6' - 0"
Width over bumpers	
Width over posts	
Width over drip rail (extreme)	
Height from rail to top of floor	
Height from floor to top of window rest	
Height from rail to top of roof	
Height from rail to top of trolley boards	
Post centres	
Seat centres	
Truck centres	14' - 0"
Gauge of truck	4' - 8½"
Diameter of wheels	24"
Height Floor to Headlining	

This is a double truck snow plow. It has a vestibule body, mounted on two Canada Manufacturing Company special Plow Trucks. It has a Shear Plow on each end approximately 8' wide, one end of which extends beyond the body approximately 20 feet. It also has a side wing plow on each side . The unit generally is in good condition and because of the limited purpose for which it is used, there is little or no obsolescence. The plow was estimated at being worth $6250. in 1914. My estimate is that the unit has, on a whole, depreciated 60% from its original value or $2500, leaving present value $2500.

Exhibit 8.

815

DETAIL SHEET

Car No. [illegible] Year Built 1911 Date of Inspection [illegible]

Body Builder [illegible] At [illegible]

Truck Builder [illegible]

Motor Manufacturer General Electric

No. of Motors 4 Type [illegible] H.P. 40

Controllers - No. 2 Type [illegible]

Air Equipment [illegible] Make General Electric - General Electric Type [illegible]

Safety Appliances

Seating Capacity

Type Seats

Weight of Car

GENERAL DIMENSIONS

Length over all including bumpers 42'

Length over vestibule sheathing

Length of each platform over vestibule sheathing

Length over body corner posts 32' 7"

Length of transverse seats

Length of wheel base of truck

Width over bumpers

Width over posts

Width over drip rail (extreme)

Height from rail to top of floor

Height from floor to top of window boyt

Height from rail to top of roof

Height from rail to top of trolley boards

Post centres

Seat centres

This car originally an open passenger car built in 1911 which was converted to a work car in 1928. It is now an ordinary box car mounted on two Standard 6-20 trucks. The car generally is in very poor condition as to body, trucks and equipment. I estimate that this car if converted cost about $4,000. It is my VIEW depreciated leaving the amount of depreciation $3,000 and its present value $1,000. Because of the limited purpose for which it is used the same figures would apply for checkpoint.

Exhibit 8.

818

[illegible] At [illegible]

No. of Motors 4 - 4 (Double) Type [illegible] H.P. [illegible]

Controllers - No. 2 - 2 (Double) Type [illegible]

Air Equipment [illegible] Make General Electric - General Electric Type [illegible]

Safety Appliances

Seating Capacity

Type Seats

Weight of Car

GENERAL DIMENSIONS

Length over all including bumpers 42' - 0"

Length over vestibule sheathing

Length of each platform over vestibule sheathing

Length over body corner posts

Length of transverse seats

Length of wheel-base of truck 6' - 0"

Width over bumpers

Width over posts

Width over drip-rail (extreme)

Height from rail to top of floor

Height from floor to top of window rest

Height from rail to top of roof

Height from rail to top of trolley boards

Post centres

Seat centres

Truck centres 32" - 0"

Gauge of track 4' 8½"

Diameter of wheels 30"

Height - Floor to Headlining

This is a double truck wrecker constructed in 1926 from an old closed car. It has a wooden body mounted on two Standard 6-20 trucks. It has a boom on each end and two spud chains. The unit generally appears to be in good condition with the exception of rear sheeting underneath caused by fire. My estimate of the original cost of this wrecker is $7000 and it has depreciated 50% from the original value, the depreciation being $3,500 and the present value $3,500. No depreciation could be justified on this unit.

Exhibit 8.

DETAIL SHEET

Car No. [illegible] Year Built [illegible] Date of inspection March 4, 1937

Body Builder [illegible] Rebuilt from passenger car. At Bridgeport, Connecticut

Truck Builder Standard K-28

Other Manufacturer [illegible]

No. of Motors 4 Type [illegible] H.P. 40

Controllers - No. 2 Type [illegible]

Air Equipment [illegible] Make Westinghouse & General Electric Type [illegible] M.U.

Safety Appliances

Seating Capacity

Type Seats

Weight of Car

GENERAL DIMENSIONS

Length over all including bumpers 39' - 8"

Length over vestibule sheathing

Length of each platform over vestibule sheathing

Length over body corner posts 38' - 2"

Length of Transverse seats

Length of wheel base of truck

Width over bumpers

Width over posts

Width over drip rail (extreme)

Height from rail to top of floor

Height from floor to top of window post

Height from rail to top of roof

Height from rail to top of trolley boards

Roof centres

Seat centres

Truck centres

Weight of truck 49 K 880 lbs

This is a double truck coal car constructed by the Connecticut Company in 1921 out of an old passenger car. It has a wooden body mounted on Standard K-28 trucks. This car generally is in a very dilapidated condition and practically worn out. I estimate the original value at $4,000, depreciation $3,400 and present value $600.

Exhibit 8.

DETAIL SHEET

Car No. [illegible] Year Built [illegible] Date of inspection [illegible]

Body Builder [illegible] Rebuilt from passenger car. At Bridgeport, Connecticut

Truck Builder [illegible]

Other Manufacturer [illegible]

No. of Motors 4 Type [illegible] H.P. 40

Controllers - No. 2 Type [illegible]

Air Equipment [illegible] Make [illegible] Type [illegible] M.U.

Safety Appliances

Seating Capacity

Type Seats

Weight of Car

GENERAL DIMENSIONS

Length over all including bumpers 39' - 8"

Length over vestibule sheathing

Length of each platform over vestibule sheathing

Length over body corner posts 38' - 2"

Length of Transverse seats

Length of wheel base of truck

Width over bumpers

Width over posts

Width over drip rail (extreme)

Height from rail to top of floor

Height from floor to top of window post

Height from rail to top of roof

Height from rail to top of trolley boards

Seat centres

Truck centres

Weight of truck 49 K 880 lbs

This is a double truck coal car which was built in 1921 by the Connecticut Company from an old passenger car. The body is of wood and is mounted on Standard K-28 trucks. It is in very bad condition and is practically worn out. I estimate the original cost of this unit at to be $4,000, depreciation $3,400, present value $600.

Exhibit 8.

REPAIR CARD

Car No. [illegible] Year Built [illegible] Date of Inspection [illegible]

Body Builder [illegible] At [illegible]

Truck Builder [illegible]

Motor Manufacturer [illegible]

No. of Motors [illegible] Type [illegible] H.P. [illegible]

Controllers - No. [illegible] Type [illegible]

Air Equipment [illegible] Make [illegible] Type [illegible]

Safety Appliances

Seating Capacity

Type Seats

Weight of Car

GENERAL DIMENSIONS

Length over all including bumpers [illegible]

Length over vestibule sheathing

Length of each platform over vestibule sheathing

Length over body corner posts

Length of Transverse seats

Length of wheel base of truck [illegible]

Width over bumpers

Width over posts

Width over drip rail (between)

Height from rail to top of floor

Height from floor to top of window post

Height from rail to top of roof

Height from rail to top of trolley boards

Post centers

Sash centers

Truck centers [illegible]

Center of trucks [illegible]

This is a double truck cane sweeper which was constructed by the Cuyuna Manufacturing Company in 1926 out of an old passenger car. The body is wood and is mounted on two Standard G-22 trucks. It has a broom on each end and also has a plow on each side end of unit. The unit is in fair condition excepting that the sideframes and trucks are considerably corroded apparently due to rain. By estimate of the original cost of this unit is $6,500 and it is now fully depreciated the depreciation being $1,000, and the present value $5,500. No maintenance can be justified on this unit.

Exhibit 8.

Car No. [illegible] Year Built [illegible] Date of Inspection [illegible]

Body Builder [illegible] At [illegible]

Truck Builder [illegible]

Motor Manufacturer [illegible]

No. of Motors [illegible] Type [illegible] H.P. [illegible]

Controllers - No. [illegible] Type [illegible]

Air Equipment [illegible] Make [illegible] Type [illegible]

Safety Appliances

Seating Capacity

Type Seats

Weight of Car

GENERAL DIMENSIONS

Length over all including bumpers [illegible]

Length over vestibule sheathing

Length of each platform over vestibule sheathing

Length over body corner posts

Length of Transverse seats

Length of wheel base of truck [illegible]

Width over bumpers

Width over posts

Width over drip rail (between)

Height from rail to top of floor

Height from floor to top of window post

Height from rail to top of roof

Height from rail to top of trolley boards

Post centers

Sash centers

Truck centers [illegible]

Center of trucks [illegible]

Diameter of wheels [illegible]

Height - Floor to Headlining

This is a double truck cane sweeper which was constructed by the Cuyuna Manufacturing Company in 1926 out of an old passenger car. It has a wooden body mounted on Standard G-22 trucks. It carries a broom on each end and has a wooden side plow on each side. The underframe, body, trucks and motor casings are fully corroded. By estimate of the original cost of this sweeper is $6,500 and it has now depreciated $5,500 leaving its present value $1,000. No depreciation may maintenance can be justified on this unit.

Exhibit 8.

DETAIL SHEET

Car No. [redacted] Year Built [redacted] Date of Inspection [redacted]

Body Builder [redacted] At [redacted]

Truck Builder [redacted]

Motor Manufacturer [redacted]

No. of Motors [redacted] Type [redacted] H.P. [redacted]

Controllers - No. [redacted] Type [redacted]

Air Equipment [redacted] Make [redacted] Type [redacted]

Safety Appliances [redacted]

Seating Capacity [redacted]

Type Seats [redacted]

Weight of Car [redacted]

ORIGINAL DIMENSIONS

Length over all including bumpers [redacted]

Length over vestibule sheathing [redacted]

Length of each platform over vestibule sheathing [redacted]

Length over body corner posts [redacted]

Length of Transverse seats [redacted]

Length of wheel base of truck [redacted]

Width over bumpers [redacted]

Width over posts [redacted]

Width over drip rail (extreme) [redacted]

Height from rail to top of floor [redacted]

Height from floor to top of window rout [redacted]

Height from rail to top of roof [redacted]

Height from rail to top of trolley boards [redacted]

Post centres [redacted]

Seat centres [redacted]

Truck centres [redacted]

Gauge of tread [redacted]

Diameter of wheels [redacted]

This is a double truck car which was built from an old double truck open car by the Consolidated Company in 1900. The car body is mounted on two standard 8-6 trucks. It has 2 motors on each end and sits single on each side. In general the unit appears to be in good condition. The cost as given by the Company records is [redacted]. The substitution of the body and some of the sidesills are shown by this but are to any great extent. My estimate is that the unit has depreciated [redacted] from the original cost or [redacted], leaving the present value [redacted]. I do not believe any deductions for obsolescence on this unit would be warranted.

Body Builder [redacted] At [redacted]

Truck Builder [redacted]

Motor Manufacturer [redacted]

No. of Motors [redacted] Type [redacted] H.P. [redacted]

Controllers - No. [redacted] Type [redacted]

Air Equipment [redacted] Make [redacted] Type [redacted]

Safety Appliances [redacted]

Seating Capacity [redacted]

Type Seats [redacted]

Weight of Car [redacted]

ORIGINAL DIMENSIONS

Length over all including bumpers [redacted]

Length over vestibule sheathing [redacted]

Length of each platform over vestibule sheathing [redacted]

Length over body corner posts [redacted]

Length of Transverse seats [redacted]

Length of wheel base of truck [redacted]

Width over bumpers [redacted]

Width over posts [redacted]

Width over drip rail (extreme) [redacted]

Height from rail to top of floor [redacted]

Height from floor to top of window rout [redacted]

Height from rail to top of roof [redacted]

Height from rail to top of trolley boards [redacted]

Post centres [redacted]

Seat centres [redacted]

Truck centres [redacted]

Gauge of tread [redacted]

Diameter of wheels [redacted]

Height - Floor to Headlining [redacted]

This is a double truck flat car which carries a lifting crane of [redacted] capacity. The body is of wood with reinforced steel plates and bills and mounted on a special Pacific Manufacturing Company arch bar truck. The crane and car were purchased from the Pacific Manufacturing Company in 1904. The car body, trucks and the crane when new cost about [redacted]. The electrical and air equipments were taken from cars that were scrapped and the estimated cost for motors, controllers, compressor, circuit breakers, governor, brake cylinders and electrodes is [redacted], the total value of the unit being about [redacted]. The crane appears to be as good as new and no depreciation on the crane can be properly taken. The car body, trucks and electrical equipment I estimate to be worth [redacted]. These parts have depreciated approximately [redacted] which would be [redacted], leaving the present value of the unit [redacted].

Exhibit 9.

April 19, 1909

Mr. Walter Clay, Vice President

Dear Sir:

This report covers my inspection of passenger and service cars at New Britain. There are the cars which were turned over by the Connecticut Company to C. B. & L. Co. In making this examination I was assisted by E.T.Irons and R. T. Orter, both of Wilmington.

The "Purpose of Examination", "Points of Location", "Depreciation", "New Rates Applied to Place Equipment in Reasonably Good Operating Condition", and "Conclusions" have all been explained in my report on the Bridgeport Equipment dated April 3, 1909 and are applicable to the New Britain location.

THE REPORT

This report covers my inspection in New Britain. At this point I examined six pay, spec cars and seven service cars. In general the passenger cars were well maintained. All cars have been equipped with Curtain and fittings to make them applicable for one-man operation and five cars have been equipped with D.C. control. There were five passenger cars and two service cars which were destroyed by the C. B. & L. Co. prior to our inspection. I have included these cars in the report of figures which, from what I could learn, would be estimated applicable under inspection.

GENERAL CONDITION

Car Nos. 14 to 18 Inc. - These are the cars at this station. They are of the heavy double truck type. They body is of steel. I consider this car entirely satisfactory as a [illegible] and these cars should have continuous use.

Car Nos. 19 to 22 Inc. - These are five cars in this group. They are of the large single-end double truck convertible type and equipped with D.C. control. These cars were in good condition for interurban operation but would be out of place in city service. They were in reasonably good condition.

Service Equipment - There were seven units in this group. The snow plow and snow sweeper were in reasonably good condition but the flat car, line car, trailer pole car, wreck car and sand car were pretty well run down for lack of proper maintenance.

CONCLUSIONS

The report discloses the original value, amount of depreciation, obsolescence and repair part requirements to be as follows:

ON A DEPRECIATION BASIS

Total original Inventory value of all equipment in New Britain. (Some estimated, some actual)	$ 118,685
Total depreciation and Renewal parts required.	$ 33,844
Present Depreciated Value	$ 84,841

ON AN OBSOLESCENCE BASIS

Total original value of all equipment in New Britain (Some estimated, some actual)	$ 118,685
Total Obsolescence	$ 30,917
Present Obsolescence Value	$ 87,768
Amount required for new parts to place equipment in reasonably good operating condition.	$ 7,276

Respectfully submitted

Depreciated

Class Cars	Depreciation Basis				Obsolescence Basis			Cost of new parts to place car in reasonable condition
	Original Cost	Inventory Cost	Depreciation	Present Value	Original Cost	Obsolescence	Obsolescence Value	
1500 Class	$ 5,500	$ 5,618	$ 1,040	$ 5,778	$ 5,500	$ 500		$ 50
1800 Class	48,680	48,880	15,288	33,888	48,680	28,980	14,500	868
Service Cars	30,345	30,345	17,928	11,843	30,345	17,928	11,843	2,550
Total	$78,504	$78,888	$34,974	$44,879	$78,504	$47,041	$26,543	$ 2,978

O-187	$ 400
O-808	400
O-880	450
O-888	500
O-888	800
	$2,550

Not Inventoried - (Destroyed)

5 1500-1800 Class	$37,651	$38,080	$ 9,200	$18,880	$37,651	$26,756	$ 875	$ 400
2 Service Cars	12,870	12,870	11,270	1,600	12,870	12,520	320	4,000
Total	$40,201	$40,780	$20,470	$20,280	$40,201	$39,076	$ 1,225	$ 4,400
Grand Total	$118,685	$119,613	$55,044	$64,559	$118,685	$80,917	$ 27,768	$ 7,278

Exhibit 9.

024

040

Exhibit 9.

020

RECAPITULATION OF NEW DETAILS CARS (1200 & 1000 Class)

Car No.	Manufacturer	Year Built	Type Body	Type Truck	Motors	Control	Weight	Company's Price Record	Breakdown Cost	Depreciation	Present Value	Obsolescence Value
1213	Standard Railway Car Co.	1911	Steel	Standard D-22	West.101B(4)	K-32-G	47,200	$ 3,200	$ 3,250	$ 1,250	$ 2,770	$ 200
Total	1 Car							$ 3,200	$ 3,250	$ 1,250	$ 2,770	$ 200

Car Nos.	Manufacturer	Year Built	Type Body	Type Truck	Motors	Control	Weight	Company's Price Record	Breakdown Cost	Depreciation	Present Value	Obsolescence Value
1207	Wason Mfg. Co.	1912	A.E.Ins.M.L.B.	Standard D-22-7	West.101B(4)	K-1	48,200	$ 3,294	$ 3,770	$ 3,022	$ 3,748	$ 2,900
1208	" " " " " "	" "	" "	" "	" "	"	"	3,000	3,770	3,020	3,719	2,900
1209	" " " " " "	" "	" "	" "	" "	"	"	3,000	3,770	3,000	3,670	2,900
1210	" " " " " "	" "	" "	" "	" "	"	"	3,000	3,770	3,074	3,820	2,900
1211	" " " " " "	" "	" "	" "	" "	"	"	3,000	3,770	3,088	3,813	2,900
Total	5 Cars							$15,294	$18,850	$15,204	$18,770	$14,500

Exhibit 9.

021

RECAPITULATION OF NEW DETAILS SERVICE EQUIPMENT

No.	Type	Manufacturer	Year Built	Type Body	Type Truck	Motors	Control	Estimated Original Price	Depreciation	Present Value	Obsolescence Value
C-187	Flat Car	McGuire-Cummings Co.	1908	Steel	McGuire-Cummings	GE-80(4)	K-32-G	$ 3,000	$ 2,000	$ 800	0
C-202	Line Car	Connecticut Co.	1910	Wood	Brill 21-E	GE-80(2)	K-6	2,700	2,200	300	0
C-220	Snow Plow	Wason Mfg. Co.	1911	Wood	Wason Plow	GE-80(4)	K-32-G	4,706	1,412	3,293	0
C-225	Trailer Pole Car	Connecticut Co.	1911	Steel	Brill 21-C	Home	Form	500	450	50	0
C-228	Sweeper	" "	1913	Wood	Standard D-22	GE-80(4) GE-67(2)	K-6 K-10	8,000	3,200	5,800	0
C-233	Tractor	J. G. Brill	1907 & 1904	Wood	Standard D-22	West.101B(4)	K-6	5,000	4,000	1,000	0
C-238	Sand Car	Connecticut Co.	1904	Wood	Brill 27-G	West.101B(4)	K-6	4,500	3,500	1,000	0
Total	7 Cars							$30,945	$17,302	$11,643	0

Exhibit 9.

820

[illegible] OF THE DETAILED DATA - NOT INCLUDED (Name been designed)

Car No.	Manufacturer	Year Built	Type Body	Type Truck	Motors	Control	Weight	Company's Price Record	Purchase Cost	Depreciation	Present Value	Obsolescence Value
1100	John Stephenson	1900	Open	Standard O-30	Gen. 1217(A)	K-6	48,000	$ 5,000	$ 5,000	$ 1,000	$ 3,770	$ 170
1519	Osgood-Bradley Co.	1911	"	" "	" " "	"	47,000	5,000	5,000	1,000	3,770	170
1650	" " "	1911	"	" "	" " "	"	"	5,000	5,000	1,000	3,770	170
1801	" " "	1911	"	" "	" " "	"	"	5,000	5,000	1,000	3,770	170
1888	" " "	1911	"	" "	" " "	"	"	5,000	5,000	1,000	3,770	170
Total	5 Cars							$27,000	$25,000	$ 5,000	$18,850	$ 850
O-130	J. J. Stoke	1898	Open Piano	Stoke	" " "	K-30	——	5,000	5,000	3,000	900	170
O-180	" " "	1898	"	"	Gen. 88(A)	K-6	——	5,000	5,000	3,000	900	170
Total	2 Cars							$10,000	$10,000	$11,000	$ 1,800	$ 340
Grand Total	7 Cars							$40,000	$40,000	$26,000	$20,650	$1,190

Information from Company Representative and Records.

Exhibit 9.

820

ESTIMATE OF ORIGINAL COST APPLICABLE TO

Car 1518 (Cars 1100, 1519, 1650, 1801 and 1888 have been accepted)

-NEW HAVEN-

This car is the same as Bridgeport cars. The estimate of prices being found on

SCHEDULE 1-A

Exhibit 9.

BREAKDOWN OF ORIGINAL COST OF CAR NOS. 1267, 1268, 1269, 1270 and 1271, Per Details.

CAR BODY - COMPLETE

Trolley Wheels	$ 8.00	2 sets each car $4. each
Trolley Harps	2.50	2 on each car $1.25 each
Trolley Poles	8.00	2 on each car $4.00 each
Trolley Rope	44.00	2 on each car $22. each
Trolley Base Boards	4.00	
Roof and Canvas	250.00	1000' Lumber @ 2½¢. =2 Reels $170. 12 yds.Canvas @ $1.00 = $12.00 Labor $50.
Ventilators - Grill	75.00	8 @ $10. each Complete
Letter Board	27.00	200 lbs. Sheet Steel @ 6¢ $12.00. Labor $12.
Body Posts	180.00	24 Steel Posts @ $7.50 each Installed, $180.
Body Posts - Corner	60.00	4 Steel Posts $15. each Installed $60.
Vestibule Posts - Corner	44.00	4 Steel Posts $11. each Installed $44.
Vestibule Posts - Center	40.00	4 Steel Posts $10. each Installed $40.
Sash - Complete S. C.	200.00	20 @ $10.00 = $200.
Sash Vestibule	20.00	2 @ $5. = $10. Labor $5.00 $20.00
Belt Rail - Steel	16.00	72' @ 2½/ ft. $9.00 Labor $6. $16.
Side Sheathing	75.00	600 lbs. @ 4¢ = $24.00 Painting $6. Nails 75¢ Labor $6.
Vestibule Sheathing	12.00	100 lbs. @ 4¢ $4.10 Labor $6.
Doors	32.00	4 Doors + 2 sections for each door without glass $6. per Car. Labor $16.
Underframing -	260.00	Lumber $120. Iron work cut mate $60. Labor $100.
Steps	12.00	4 to a car
Headlights	12.00	1 @ $7.50 each
Fenders	20.00	$5. each end
Trolley Guiderers	10.00	$5. per end
Roof Hoops	5.00	4 per car
Painting	120.00	
Floor - Underneath	30.00	200' Lumber @ 2½¢ Labor $10.
Body Painter	30.00	2 per car
Body Bumper	20.00	2 per car

CAR BODY - INTERIOR

Sheathing - Ceiling	20.00	Material $10. Labor $10. 12 Panels
Seats - Longitudinal	60.00	2 Cushions and Backs @ 6¢/ $6.00

CAR BODY FINISH - Cont'd.

Interior Trim	$ 75.00	
Glass	26.50	24 Upper 12x24 @ 30¢ $ 8.40 24 Lower 20x24 @ 40¢ $12.80 4 Vestibule 20x24 @ 40¢ $ 3.20 Labor $13.00
Steel for Doors	20.00	12 Pins @ 10¢ 10x12 @ 2½. $10.00 4 Plates 12x24 @ 30¢ 5.80 Labor 4.00
Seats - Longitudinal Covering - Rattan	24.00	Rattan 40' @ 10¢/ 4ft. Springs, Frame & Filling Installed $20.
Seat Rail	12.00	24 ft. @ 7½/ = $18.
Seats Seats	140.00	2' Rattan @ 30¢/ = $4.20 Springs, Frame, & Filling $1.20 Labor $1.20 Total $7.20000 Seats = $140.00
Hardware	440.00	$20. per seat x 20 = $440.
Heaters	120.00	40 Peter Smith $120. Installed
Fuse Boxes	24.00	4 @ $6.00 each Installed
Poly Sheathing	20.00	Same as Headlining
Floor Body	24.00	140 Sq.ft. Lumber @ 2½/ $14. Labor $10. Strips $14.
Platform	12.00	80 sq.ft. $8. Labor $4.
Sign Curtains	120.00	20 Installed complete including runners,etc.
Runners	40.00	
Door Mechanism	200.00	Installed
Transfers	20.00	10 @ $2.00
Gongs	12.00	2 per car
Windshield Wipers	9.00	3 per end
Registers	20.00	
Miscellaneous Hardware	75.00	

CAR BODY - Q-S-P(Interurban)
(Service)

Corner Plates	20.00	
Posts	270.00	2 side Bracings and 2 angle bars per truck. 2 grades Iron. Heavy Truck
Sides - Painting	120.00	4 coats @ $30.
Ends - Painting	120.00	4 coats @ $30.
Stencil Names	10.00	
Stencil Numbers	10.00	
Stencil Figures	10.00	

CAR BODY - Cont'd.

Steps Adjustable	$ 12.00	2 per Car
Brake Shoes	2.00	8 @ $.25
Wheel Brake Staff & Fittings	25.00	2 per car @ $12.

ELECTRIC EQUIPMENT

Lightning Arrester	4.00	
Switches	36.00	6 (GE-43, GE-44, GE-101) @ $6.
Controllers K.L. includes line breaker and 2 Master Controllers	1250.00	Per car set
Rheostats	60.00	2 @ $30. = $60.
Motors - Wm. 1265		
Armatures	160.00	4 @ $40. including shaft, coils, insulations and insulation
Fields	320.00	16 Skin @ $2. = $32. 16 Inner pole @ $10. = $160.
Brush-holders	64.00	8 @ $8. = $64.
Commutators	140.00	4 @ $35. = $140.
Armature Bearings	44.00	8 @ $5.50
Axle Bearings	28.00	8 @ $3.50
Gears	120.00	4 @ $30.
Pinions	36.00	4 @ $9.
Gear Cases	80.00	4 @ $20.
Motor Cases	240.00	4 @ $60.
Cables	100.00	Motor cables running from Motors, rheostat, controllers and trolley base
Car Wiring	75.00	Wiring for lights, heat, heaters and air

AIR EQUIPMENT

Gauges	4.00	2 @ $2.
Register Valve & Handle	20.00	2 Valves, 1 Handle
Governor	16.00	1 per car
Piping	60.00	Air and safety valves
Air Compressor	220.00	1815. compressor. Labor $12.
Emergency Valve	8.00	1 per car Installed
Number Valve	8.00	2 @ $4.00
Whistles	8.00	2 @ $4.00
Air Tank	20.00	2 @ $10.
Brake Cylinder	30.00	
Miscellaneous	120.00	
Total	$8,776.80	

Exhibit 9.

DETAIL SHEET

Exhibit 9.

Exhibit 9.

(Continued)

ESTIMATED ORIGINAL COST AND DEPRECIATED VALUE OF [redacted]

(See 1-A Reference) FOR EXPLANATION OF ORIGINAL COST. DATE ESTIMATED March 10, 1937

Item	Estimated Orig. Cost	Replacements Required and Cost	% of Deprec. On Balance	Amount of Deprec.	Estimated Orig. Cost	Replacements Required and Cost	% of Deprec. On Balance	Amount of Deprec.
GAS METER - PUMPS								
Meterings - Accurity	$ 30.00		10%	$ 10.00				
Lights - Outdoor and Office	5.00		10%	.50				
Underground Steam-Hose	30.00	2 Furnaces @ $30. = $60.	10%	36.10				
Underground Water-Pipe	80.00		10%	45.00				
Pipe Fittings and Fittings	30.00		10%	11.00				
Detached Work	30.00		10%	3.00				
Office	30.00							
Main Laboratory								
Furniture	30.00		10%	10.00				
Floor Work	30.00							
Brick-Stone								
Furniture	30.00		10%	30.00				
Boilerhouse	100.00		10%	30.00				
Machinery (Old)	30.00		10%	30.00				
Roof Trees	5.00		10%	3.00				
Work Building - Accurity	30.00		10%	3.00				
Plant Main - Steel	30.00		10%	30.00				
Plant Main - Concrete								
Plant Fittings Steel	30.00		10%	3.00				
Plant Fittings Concrete								
Service - Gas	30.00		10%	30.00				
Meters	30.00		10%	3.00				
Gas Holders	300.00		10%	30.00				
Governors	3.00							
Pumps	30.00		10%	30.00				
Mechanical Stokers	7.00		10%	.70				
Machines	30.00		10%	30.00				
Miscellaneous Machines	70.00							

Item	Estimated Orig. Cost	Replacements Required and Cost	% of Deprec. On Balance	Amount of Deprec.	Estimated Orig. Cost	Replacements Required and Cost	% of Deprec. On Balance	Amount of Deprec.
BUILDINGS								
Station Meters	$ 30.00							
Pumps	100.00		10%	$ 30.00				
Boilers - Brick	60.00		10%	60.00				
Boilers - Steel								
Stacks - Brick	140.00		10%	14.00				
Stacks - Steel								
Thermal Stems	60.00		10%	30.00				
Feed Water Heaters	3.00		10%	1.00				
Boilers - Electric	30.00		10%	10.00				
Boilers - Coal	3.00		10%	3.00				
Steel - Exhaust	60.00		10%	30.00				
Brake Rigging	50.00		10%	30.00				
Shock Absorbers								
Turbochiles								
Drive	10.00		10%	3.00				
Brake Shoes	6.00		10%	3.00				
Rod Brake Staff & Rigging	30.00		70%	30.00				
ELECTRIC EQUIPMENT								
Lightning Arrester	6.00		10%	.60				
Switches Engine	3.70		30%	1.15				
Controllers	330.00		5%	10.00				
Line Breaker								
Circuit Breaker	30.00		5%	1.50				
Generators	80.00		10%	40.00				
Motors								
Armature	600.00							
Fields	120.00							
Brushholders	40.00							
Commutators	180.00		10%	70.00				

Exhibit 9.

(Continued) DETAILED ORIGINAL COST AND DEPR. FIELD VALUE OF [illegible]

(Re: I-S Bridgeport) FOR EXPLANATION OF ORIGINAL COST. DATE SHANNON March 13, 1937

Item	CAR NO. 1818 Estimated Orig.Cost	Replacements Required and Cost	% of Depre. to Balance	Amount of Depre.	CAR NO. Estimated Orig.Cost	Replacements Required and Cost	% of Depre. to Balance	Amount of Depre.
MISCELLANEOUS EQUIPMENT - Cont.								
Fire Extinguishers	$ 16.00		30%	$ 4.80				
Life Belts	24.00		30%	6.00				
Lamps	100.00		30%	30.00				
Flasher	24.00		30%	10				
Roof Lamps	25.00		30%	15.00				
Ticket Lamps	100.00		30%	70.00				
Cables	100.00		30%	30.00				
Car Trucks	80.00		30%	24.00				
AIR EQUIPMENT								
Piping	2.00		10%	.20				
Release Valve A Handle	10.00		30%	3.00				
Governor	16.10		5%	.75				
Filter	80.00		50%	40.00				
Compressor	225.00		40%	90.00				
Brasscraft Valve E-6	3.00		10%	.25				
Angle Valves								
Air Gauge	10.00		30%	10.00				
Brake Cylinder	20.00		30%	6.00				
Gaskets	2.00		10%	.40				
Misc. Fittings	130.00							

Year Built 1937

Type [illegible] S.P. 30

Type [illegible] Control System

Make [illegible] Type 28-16 E-6

Safety Appliances E-6 Brasscraft Valve

Seating Capacity 28

Type Seats Transverse - Rattan

Weight of Car 44,000

GENERAL DIMENSIONS

Length over all including bumpers	49' - 10"
Length over vestibule sheathing	44' - 11"
Length of each platform over vestibule sheathing	3' - 11"
Length over body corner posts	34' - 10"
Length of transverse seats	39"
Length of wheel base of truck	8' - 1"
Width over bumpers	9' - 8"
Width over posts	8' - 6"
Width over drip rail (extreme)	8' - 9"
Height from rail to top of floor	44 1/4"
Height from floor to top of window post	26[illegible]"
Height from rail to top of roof	11' - 6"
Height from rail to top of trolley boards	11' - 8"
Seat centers	29"
Seat centers	29"
Truck centers	28' - 6"
Gauge of track	4' - 8½"
Diameter of wheels	26"
Height - Floor to Headlining	7' - 2"

Car Nos.

1807
1808
1809
1810
1811

Actual Cost

Taken from Company's Card Records

Cost Body	$ 5,179.50
Cost Trucks	875.00
Cost Elec. Equip.	3,089.00
Cost Air Equip.	280.00
Cost Misc. Equip.	1,350.34
Total	$ 8,666.84

ESTIMATED ORIGINAL COST AND DEPRECIATED VALUE OF NEW BRITAIN CARS

(See 1-h FOR EXPLANATION OF ORIGINAL COST. DATE PLANNED March 12, 1932

Item	C/Y NO. 1927 Estimated Orig. Cost	Replacements Required and Cost	% of Depree. On Balance	Amount of Depree.	C/Y NO. 1928 Estimated Orig. Cost	Replacements Required and Cost	% of Depree. On Balance	Amount of Depree.
CAR UNIT - CHASSIS								
Trailer Wheel	$ 8.00		20%	$ .80	$ 8.00		20%	$ .80
Trailer Horn	8.00				8.00			
Trailer Pole	8.00				8.00			
Trailer Beam	44.00		10%	4.40	44.00		10%	4.40
Trailer Body Blocks	4.25		10%	.84	4.25		10%	.84
Roof and Canvas	200.00	Canvas & Paint $ 6.50			200.00	Canvas & Paint $ 6.50		
Ventilators-Body Roof	25.00		20%	5.00	75.00		20%	15.00
Letter Board	37.50		20%	7.50	37.50		20%	7.50
Water Rail								
Posts - Body	125.00		20%	25.00	125.00		20%	25.00
Posts - Corner Body	85.00		40%	34.00	85.00		40%	34.00
Posts - Vestibule Corner	44.00		40%	17.60	44.00		40%	17.60
Posts - Vestibule Center	40.00		40%	12.00	40.00		30%	12.00
Sash - Body Quarter & Post								
Sash - Letter	110.00		20%	22.00	110.00		20%	22.00
Sash - Vestibule	20.00		20%	5.13	20.50		20%	5.13
Sash Rail (Wood)	16.00		20%	4.00	16.00		20%	4.00
Side Sheathing	70.00	1 Section @ $14.00	20%	10.00	75.00	2 Sections @ $14.00 = $28.	20%	22.00
Vestibule Sheathing	12.00		20%	2.40	12.00		20%	4.80
Doors	91.00		40%	36.00	91.00		25%	22.75
Underframing	800.00		20%	160.00	800.00		20%	160.00
Steps	12.00		20%	2.40	12.00		20%	2.40
Headlights	10.00		20%	2.00	10.00		20%	2.00
Fenders	80.00		20%	16.00	80.00		20%	16.00
Trailer Carriers	14.00		20%	2.80	14.00		20%	2.80
Roof Sheet	6.00				6.00			
Sash Fasten								
Protection Sheet-Iron								
Painting	100.00		10%	20.00	100.00		20%	20.00
Floor Underframe	50.00		20%	10.00	50.00		20%	10.00
Body Bracket	10.00		20%	2.00	10.00		20%	2.00

Item	C/Y NO. 1927 Estimated Orig. Cost	Replacements Required and Cost	% of Depree. On Balance	Amount of Depree.	C/Y NO. 1928 Estimated Orig. Cost	Replacements Required and Cost	% of Depree. On Balance	Amount of Depree.
Roof Sash - Monitor	$ 30.00		20%	$ 6.00	$ 30.00		20%	$ 6.00
Ventilators-Monitor and Fixtures	14.00		10%	1.40	14.00		10%	1.40
Illuminating Shade-Side	50.00	1 Section @ $14.00	40%	20.00	64.00	1 Section @ $14. = $28.00	20%	25.60
Illuminating Shade-End	80.00		20%	16.00	80.00		20%	16.00
Head Linings and Fixtures	80.00		20%	16.00	80.00		20%	16.00
Interior Trim	70.00		10%	7.00	70.00		10%	7.00
Glass	78.75				88.75			
Seats-Longitudinal								
Covering	94.00		40%	37.60	94.00		40%	37.60
Frame Work	18.00				18.00			
Seats-Cross								
Covering	140.00		40%	56.00	140.00		40%	56.00
Mechanism	400.00		20%	80.00	400.00		20%	80.00
Battery (Ice-Water Cooler)	100.00		20%	20.00	100.00		20%	20.00
Hand Brake	30.00		20%	6.00	30.00		20%	6.00
Side Sheeting - Apron	55.00		20%	11.00	55.00		20%	11.00
Floor Rail - Sub	50.00		20%	10.00	50.00		20%	10.00
Floor Body - Covering								
Floor Platform Sub	15.00		20%	3.00	15.00		20%	3.00
Floor Platform Covering								
Curtains - Side	160.00		40%	64.00	160.00	2 @ $4.00 = $8.00	20%	24.00
Hangers	40.00		10%	4.00	40.00		10%	4.00
Body Mechanism	200.00		20%	40.00	200.00		20%	40.00
Fan-Ceiling	80.00				80.00			
Globes	15.00		20%	11.00	15.00		20%	11.00
Windshield Glass	7.00		10%	.70	7.00		10%	.70
Registers	80.00		20%	16.00	80.00		20%	16.00
Miscellaneous Hardware	75.00				75.00			

Exhibit 9.

Exhibit 9.

(Continued) ESTIMATED INCREASE OR DECREASE IN VALUE OF [illegible]

(Use 1-A) FOR EXPLANATION OF ORIGINAL COST. [illegible]

Item	Old No. 1897 Estimated Price Cost	Old No. 1897 Replacements Required and Cost	Old No. 1897 % of Depreciation Allowance	Old No. 1897 Amount of Depreciation	Old No. 1898 Estimated Price Cost	Old No. 1898 Replacements Required and Cost	Old No. 1898 % of Depreciation Allowance	Old No. 1898 Amount of Depreciation
ELECTRIC MACHINERY - Cont.								
Overhead Switches	$ 24.00		20%	$ 4.80	$ 24.00		20%	$ 4.80
Cable Terminals	37.50		10%	3.75	37.50		10%	3.75
Cables	120.00		20%	24.00	120.00		20%	24.00
Fittings	80.00		20%	16.00	80.00		20%	16.00
Door Chains	40.00		20%	8.00	40.00		20%	8.00
Other Chains	100.00		20%	20.00	100.00		20%	20.00
Cables	100.00		20%	20.00	100.00		20%	20.00
Car Fixtures	75.00		20%	15.00	75.00		20%	15.00
AIR EQUIPMENT								
Covers	6.00		20%	.60	6.00		20%	.60
Receiver Tanks & Heads	20.00		20%	4.00	20.00		20%	4.00
Governor	14.00		5%	.70	14.00		5%	.70
Piping	55.00		20%	11.00	55.00		20%	11.00
Compressor	220.00		20%	44.00	220.00		20%	44.00
Governor Valve 3-8	5.00		15%	.75	5.00		15%	.75
Motor Valves	5.00		15%	.75	5.00		15%	.75
Air Tanks	30.00		15%	4.50	30.00		15%	4.50
Motor Cylinder	30.00		20%	6.00	30.00		20%	6.00
Valves	5.00		15%	.75	5.00		15%	.75
Governors	100.00				100.00			
ELECTRIC EQUIPMENT								
Lightning Arrester	6.00		10%	.60	6.00		10%	.60
Switches	24.00		5%	1.20	24.00		5%	1.20
Controllers - K. Inductive Imp.								
Feeder & B Heater Controllers	1,200.00		60%	720.00	1,200.00		60%	720.00
Line Breaker								
Circuit Breaker								
Receptacle	80.00		40%	24.00	80.00		40%	24.00
Motors								
Armature	700.00				700.00			
Fields	250.00				250.00			
Brushholders	44.00				44.00			
Commutators	140.00		60%	84.00	140.00		60%	84.00

Exhibit 9.

ESTIMATED OVERALL COST AND DEPRECIATED VALUE OF NEW ENTRUCK CASE

(Use 1-L FOR EXPLANATION OF OVERALL COST. DATE EXAMINED March 12, 1957

Item	Old No. 1954 Estimated Total Cost	Old No. 1954 Replacements Required and Cost	Old No. 1954 % of Depreciation Balance	Old No. 1954 Amount of Depreciation	New No. 1955 Estimated Total Cost	New No. 1955 Replacements Required and Cost	New No. 1955 % of Depreciation Balance	New No. 1955 Amount of Depreciation
CAB FOOT - EXTERIOR								
Trailer Wheel	$ 5.00		80%	$ 4.00	$ 5.00		80%	$ 4.00
Trailer Hubs	3.50				3.50			
Trailer Axle	8.00				8.00			
Trailer Beam	44.50		50%	0.00	44.50		50%	0.00
Trailer Beam Reboth	4.50		50%	2.25	4.50		50%	2.25
Roof and Cowling	200.00	Damage & Paint $ 0.00			200.00	Damage & Paint $ 0.00		
Ventilator-Whole - Roll	75.00		30%	30.00	75.00		30%	30.00
Letter Board	27.50		50%	13.50	27.50		50%	5.50
Letter Roll								
Posts - Body	200.		50%	50.00	100.00		50%	50.00
Posts - Corner Body	80.00		50%	20.00	80.00		50%	10.00
Posts - Vestibule Corner	44.00		50%	11.00	44.00		50%	5.50
Posts - Vestibule Center	40.00		50%	10.00	40.00		50%	5.00
Rail - Upper - Below & Post								
Rail - Lower	200.00		50%	50.00	200.00		50%	50.00
Rail - Vestibule	20.00		50%	5.00	40.00		50%	5.00
Belt Rail - Sheet	12.00		50%	3.00	12.00		50%	3.00
Side Sheeting	55.00		50%	24.00	55.00		50%	24.00
Vestibule Sheeting	18.00		50%	9.00	18.00		50%	9.00
Frame	91.00		50%	45.50	91.00		50%	45.50
Underframe	220.00		50%	110.00	220.00		50%	110.00
A Steps	10.00		50%	5.00	10.00		50%	5.00
Headlights	10.00		50%	5.00	10.00		50%	5.00
Fenders	90.00		50%	45.00	90.00		50%	45.00
Trailer Cabinets	16.00		50%	8.00	16.00		50%	8.00
Roof Steps	2.00				2.00			
Work Benches								
Instructional Signs-Rear								
Painting	200.00		50%	100.00	200.00		50%	100.00
Floor Underseams	50.00		50%	25.00	50.00		50%	25.00
Floor Subfloor	50.00		50%	25.00	50.00		50%	25.00

Item	Old No. 1954 Estimated Total Cost	Old No. 1954 Replacements Required and Cost	Old No. 1954 % of Depreciation Balance	Old No. 1954 Amount of Depreciation	New No. 1955 Estimated Total Cost	New No. 1955 Replacements Required and Cost	New No. 1955 % of Depreciation Balance	New No. 1955 Amount of Depreciation
CAB FOOT - INTERIOR								
Headlining - Ceiling	$ 30.00		50%	$ 15.00	$ 30.00		50%	$ 15.00
Lights-Reading and Clamps	14.00		50%	7.00	14.00		50%	7.00
Illumination Signs-Side	68.00		50%	34.00	68.00		50%	34.00
Illumination Signs-End	68.00		50%	34.00	68.00		50%	34.00
Seat Frames and Fittings	80.00		50%	40.00	80.00		50%	40.00
Interior Trim	75.00		50%	7.50	75.00		50%	7.50
Glass	68.70				68.70			
Seats-Longitudinal:								
Covering	24.00		50%	12.00	24.00		50%	12.00
Frame Work	18.00				18.00			
Seats-Cross								
Covering	148.00		50%	74.00	148.00		50%	74.00
Mechanism	440.00		50%	220.00	440.00		50%	220.00
Heaters (Air-Power Unit)	160.00		50%	80.00	160.00		50%	80.00
Grab Irons	20.00		50%	6.00	36.00		50%	6.00
Side Sheeting - Aquatic	50.00		50%	11.00	50.00		50%	11.00
Floor Duty - Load	36.00		50%	14.00	36.00		50%	36.00
Floor Duty - Covering								
Floor Platform Load	12.00		50%	6.00	12.00		50%	6.00
Floor Platform Covering								
Curtains - Side	130.00		50%	77.00	130.00		50%	65.00
Sconces	40.00		50%	4.00	40.00		50%	4.00
Door Mechanism	200.00		50%	10.00	200.00		50%	80.00
Mountings	80.00				80.00			
Gongs	10.00		50%	11.00	10.00		50%	11.00
Windshield Wipers	9.00		50%	.70	9.00		50%	.70
Registers	80.00		50%	40.00	80.00		50%	40.00
Miscellaneous Hardware	75.00				75.00			

Exhibit 9.

(Continued) ESTIMATED ORIGINAL COST AND DEPRECIATED VALUE OF NEW ORLEANS CARS

(See 1-b FOR EXPLANATION OF ORIGINAL COST) DATE REVISED March 12, 1927

Item	Car No. 1000 Estimated Orig. Cost	Replacements Required and Cost	% of Depreciation	Amount of Depreciation	Car No. 1000 Estimated Orig. Cost	Replacements Required and Cost	% of Depreciation	Cost of Repl.
CAR TRUCKS								
Center Plates	$ 20.00				$ 20.00			
Frame	275.00		40%	$ 110.00	275.00		40%	$ 110.00
Axles - Driving	100.00		80%	80.00	100.00		80%	80.00
Axles - Pony								
Wheels - Driving	240.00		70%	168.00	240.00		70%	84.00
Wheels - Pony								
Journal Boxes	44.00		80%	35.20	44.00		80%	35.00
Journal Bearings	16.00		15%	2.40	16.00		15%	2.40
Springs - Elliptic	40.00		60%	24.00	40.00		60%	24.00
Springs - Coil	8.00		40%	4.80	8.00		40%	4.80
Truck - Bolster	80.00		40%	80.00	20.00		40%	80.00
Brake Rigging	218.00		70%	95.75	125.00		80%	98.00
Slack Adjusters	12.00		60%	7.80	12.00		80%	8.00
Turnbuckles								
Pins								
Brake Shoes	8.80		80%	8.80	8.80		80%	8.80
Hand Brake Staff & Fixings	30.00		60%	18.00	30.00		80%	18.00
ELECTRIC EQUIPMENT								
Lightning Arrester	4.20		20%	.40	4.20		10%	.40
Switches	24.00		5%	1.20	24.00		5%	1.20
Controllers - K. Including Idle								
Reverse & K Master Controllers	1,100.00		60%	720.00	1,100.00		60%	720.00
Line Breaker								
Circuit Breaker								
Ammeters								
Motors								

Item	Car No. 1000 Estimated Orig. Cost	Replacements Required and Cost	% of Depreciation	Amount of Depreciation	Car No. 1000 Estimated Orig. Cost	Replacements Required and Cost	% of Depreciation	Cost of Repl.
ELECTRIC EQUIPMENT - Cont.								
Armature Bearings	$ 44.00		80%	$ 0.00	$ 44.00		80%	$ 0.00
Axle Bearings	80.00		80%	32.00	80.00		80%	32.00
Brushes	100.00		80%	80.00	100.00		80%	80.00
Pinions	80.00		80%	14.00	80.00		80%	14.00
Gear Cases	80.00		60%	32.00	80.00		80%	32.00
Motor Cases	240.00		80%	72.00	240.00		80%	72.00
Cables	100.00		80%	80.00	100.00		80%	80.00
Car Wiring	75.00		80%	15.00	75.00		80%	15.00
AIR EQUIPMENT								
Gauges	4.00		10%	.40	4.00		10%	.40
Engineer Valve & Handle	25.00		80%	10.00	25.00		80%	10.00
Governor	14.00		5%	.70	14.00		5%	.70
Pipes	80.00		80%	60.00	80.00		80%	60.00
Compressor	250.00		80%	120.00	250.00		70%	150.00
Emergency Valve H-2	5.00		15%	.75	5.00		15%	.75
Brake Valves	5.00		15%	.75	5.00		15%	.75
Air Tanks	25.00		60%	22.50	25.00		80%	24.00
Brake Cylinder	25.00		40%	10.00	25.00		80%	8.00
Whistles	5.00		10%	.40	5.00		10%	.40
Miscellaneous	120.00				120.00			
Estimated Tot. Orig. Cost	$ 5,775.00	$ 0.00		$ 2,581.71	$ 5,775.00	$ 0.00		$ 2,007.00
Deductions	2,300.71				2,075.00			
Present Estl. Dep./Sc. Value	$ 3,474.29				$ 3,700.00			
If Quadroscope is Considered Car is Worth Scrapping	$ 2,300.00				$ 2,000.00			

Exhibit 9.

044

Exhibit 9.

040

ESTIMATED ORIGINAL COST AND DEPRECIATED VALUE OF NEW ORLEANS CAR

(See 1-A FOR EXPLANATION OF ORIGINAL COST. DATE OBTAINED March 12, 1927

Item	CAR NO. 1681 Estimated Orig. Cost	Replacements Required and Cost	% of Deprec. on Balance	Amount of Deprec.	CAR NO. Estimated Orig. Cost	Replacements Required and Cost	% of Deprec. on Balance	Amount of Deprec.
CAR BODY - OUTSIDE								
Trolley Wheel	$ 2.00		25%	$ .50				
Trolley Harp	2.00							
Trolley Pole	2.00							
Trolley Base	44.00		10%	4.40				
Trolley Base Boards	4.00		10%	.40				
Roof and Canvas	200.00	Screws & Paint $2.50						
Ventilators Dome Grill	72.00		40%	28.80				
Letter Board	27.00		20%	5.40				
Gutter Rail								
Posts - Body	120.00		20%	24.00				
Posts - Corner Body	40.00		40%	16.00				
Posts - Vestibule Corner	44.00		40%	17.60				
Posts Vestibule Center	40.00		40%	16.00				
Sash - Upper (Wood & Wire)								
Sash - Lower	320.00		20%	64.00				
Sash - Vestibule	80.00		20%	16.00				
Belt Rail (Panel)	12.00		10%	1.20				
Side Sheathing	72.00	2 Sections @ $10.00 = $20.00	40%	28.80				
Vestibule Sheathing	12.00		40%	4.80				
Doors	81.00		20%	16.20				
Underframing	400.00		20%	120.00				
Steps	16.00		20%	3.20				
Headlights	15.00		20%	3.00				
Fenders	80.00		20%	16.00				
Trolley Catchers	16.00		20%	3.20				
Roof Steps	2.00							
Grab Handles								
Destination Signs-Iron								
Painting	120.00		20%	24.00				
Floor Undercoating	20.00		20%	20.00				
Body Exterior	20.00		20%	4.00				
Paint Removing	20.00		20%	4.00				

Item	CAR NO. 1681 Estimated Orig. Cost	Replacements Required and Cost	% of Deprec. on Balance	Amount of Deprec.	CAR NO. Estimated Orig. Cost	Replacements Required and Cost	% of Deprec. on Balance	Amount of Deprec.
CAR BODY - INSIDE								
Headlining - Agasote	$ 20.00		20%	$ 19.70				
Lights-Sockets and Globes	14.00		10%	1.40				
Illumination Signs-Side	20.00	2 Curtains @ $25. 2 Arm.	20%	30.00				
Illumination Signs-End	60.00		20%	44.00				
Hand Straps and Fittings	20.00		20%	10.45				
Interior Trim	75.00		10%	7.50				
Glass	22.70							
Seats-Longitudinal								
Covering	84.00		40%	21.00				
Frame work	18.00							
Seats-Cross								
Covering	145.00		40%	58.00				
Mechanism	440.00		20%	280.00				
Heaters (Hot Water Coil)	160.00		20%	32.00				
Hand Rails	24.00		20%	4.80				
Side Sheathing - Agasote	20.00		20%	11.80				
Floor Body - Wood	24.00		20%	7.20				
Floor Body - Covering								
Floor Platform Wood	12.00		20%	2.40				
Floor Platform Covering								
Curtains - Side	130.00		20%	77.20				
Runners	40.00		10%	4.00				
Door Mechanism	200.00		20%	80.00				
Stanchions	80.00							
Gongs	15.00		75%	11.25				
Windshield Wipers	7.00		10%	.70				
Registers	80.00		75%	60.00				
Miscellaneous Hardware	75.00							

Exhibit 9.

Exhibit 9.

(Continued)

ESTIMATED ORIGINAL COST AND DEPRECIATED VALUE OF [illegible]

(Sec. 1-A) FOR EXPLANATION OF ORIGINAL COST. DATE EXAMINED: March 15, 1937

Item	Old No. 1891 Estimated Orig. Cost	Old No. 1891 Replacements Required and Cost	Old No. 1891 % of Deprec. in Balance	Old No. 1891 Amount of Deprec.	Old No. Estimated Orig. Cost	Old No. Replacements Required and Cost	Old No. % of Deprec. in Balance	Old No. Amount of Deprec.
A-B TOWER								
Center Plates	$ 50.00							
Truss	275.00		[illegible]	$ 55.00				
Axles - Driving	100.00		[illegible]	80.00				
Axles - Pony								
Wheels - Driving	240.00		[illegible]	96.00				
Wheels - Pony								
Journal Boxes	24.00		[illegible]	12.00				
Journal Bearings	16.00		10%	2.40				
Springs - Elliptic	40.00		[illegible]	20.00				
Springs - Coil	0.00		[illegible]	0.00				
Truck - Bolster	[illegible]		[illegible]	80.00				
Brake Rigging	[illegible]		[illegible]	24.00				
Shock Absorbers								
Turnbuckles								
Bars	12.00		[illegible]	6.00				
Brake Shoes	5.00		[illegible]	2.50				
Brake Beams (Pair & Fixings	20.00		[illegible]	16.00				
ELECTRIC EQUIPMENT								
Lightning Arrester	6.00		10%	.60				
Switches	20.00		5%	1.00				
Overcurrent - Ht. Instantan. Elec.								
Breaker A.C. Master Controllers	1,500.00		[illegible]	750.00				
Line Breaker								
Circuit Breaker								
[illegible]	[illegible]		[illegible]	[illegible]				
[illegible]	[illegible]							
[illegible]	[illegible]							

Exhibit 9.

(Continued)

ESTIMATED ORIGINAL COST AND DEPRECIATED VALUE OF [illegible]

(Sec. 1-A) FOR EXPLANATION OF ORIGINAL COST. DATE EXAMINED: March 15, 1937

Item	Old No. 1891 Estimated Orig. Cost	Old No. 1891 Replacements Required and Cost	Old No. 1891 % of Deprec. in Balance	Old No. 1891 Amount of Deprec.	Old No. Estimated Orig. Cost	Old No. Replacements Required and Cost	Old No. % of Deprec. in Balance	Old No. Amount of Deprec.
ELECTRIC EQUIPMENT - Cont.								
Armature Bearings	$ 40.00		[illegible]	$ 8.00				
Axle Bearings	80.00		[illegible]	20.00				
Gears	120.00		[illegible]	60.00				
Pinions	80.00		[illegible]	24.00				
Gear Cases	80.00		[illegible]	32.00				
Motor Cases	700.00		[illegible]	70.00				
Cables	100.00		[illegible]	20.00				
Car Wiring	75.00		[illegible]	15.00				
AIR EQUIPMENT								
Gauges	4.00		10%	.40				
Engineer Valve & Handle	35.00		[illegible]	10.50				
Governor	14.00		5%	.65				
Piping	55.00		[illegible]	11.00				
Compressor	220.00		[illegible]	88.00				
Emergency Valve E-2	5.00		15%	.75				
Reader Valves	5.00		15%	.75				
Air Tanks	24.00		[illegible]	12.00				
Brake Cylinder	25.00		[illegible]	7.50				
Whistles	2.00		10%	.40				
Miscellaneous	150.00							
Estimated Tot. Orig. Cost	$ 6,779.00	$ 88.50		$ 2,779.50				
Deductions	2,004.00							
Present Est. Depreci. Value	$ 3,953.50							
If Obsolescence is Considered Car is Worth Only	$ 2,000.00							

Exhibit 9.

DETAIL SHEET

Car No. 1196 Year Built 1908 Date of Inspection Not inspected - See Note

Body Builder John Stephenson At New Britain, Connecticut

Truck Builder Standard O-22

Motor Manufacturer Westinghouse

No. of Motors 4 Type 101-3 H.P. 40

Controllers - No. 2 Type K-4

Air Equipment Compressor Make General Electric Type CP-27

Safety Appliances

Seating Capacity 44

Type Seats Transverse - Rattan

Weight of Car 48,840

GENERAL DIMENSIONS

Length over all including bumpers 40' - 3"

Length over vestibule sheathing

Length of each platform over vestibule sheathing 4' - 3"

Length over body corner posts 30' - 6"

Length of transverse seats

Length of wheel base of truck 4' - 6"

Width over bumpers

Width over posts 8' - 3"

Width over drip rail (extreme) 8' - 4"

Height from rail to top of floor

Height from floor to top of window rest

Height from rail to top of roof

Height from rail to top of trolley boards 11' - 9"

Post centers

Seat centers

Truck centers 12' - 3"

Gauge of track 4' - 8½"

Diameter of wheels 36"

This car was destroyed by C. R. & L. Co. The information on this data sheet is taken from Company records. I was informed by Company representative that car was worthless and that about $175 was realized for the scrap.

While I did not have an opportunity to examine this car, I am including it in this report as follows:

Brockton Cost $3,618. Depreciation $1,840. Present Value $1,778.

Estimated Original Value $5,595. Obsolescence $5,220. Obsolescence Value $175. (Scrap.)

Exhibit 9.

DETAIL SHEET

Car No. Year Built 1911 Date of Inspection Not inspected - See Note

Body Builder Osgood-Bradley Car Co. At New Britain, Connecticut

Truck Builder Standard O-22

Motor Manufacturer Westinghouse

No. of Motors 4 Type 101-3 H.P. 40

Controllers - No. 2 Type K-22-A

Air Equipment Compressor Make General Electric Type CP-27

Safety Appliances

Seating Capacity 40

Type Seats Transverse - Rattan

Weight of Car 47,200

GENERAL DIMENSIONS

Length over all including bumpers 41' - 3"

Length over vestibule sheathing

Length of each platform over vestibule sheathing 4' - 3"

Length over body corner posts 30' - 6"

Length of transverse seats

Length of wheel base of truck 4' - 6"

Width over bumpers

Width over posts

Width over drip rail (extreme)

Height from rail to top of floor

Height from floor to top of window rest

Height from rail to top of roof

Height from rail to top of trolley boards 11' - 9"

Post centers

Seat centers

Truck centers 12' - 3"

Gauge of track 4' - 8½"

Diameter of wheels 36"

Height - Floor to Headlining

Car Nos.
1810
1880
1881
1883

These cars were destroyed by C. R. & L. Co. The information on this data sheet is taken from Company records. I was informed by Company representative that cars were worthless and that about $700 was realized for the scrap.

While I did not have an opportunity to examine these cars, I am including them in this report as follows:

Brockton Cost $23,472. Depreciation $7,360. Present Value $15,112.

Estimated Original Value $22,224. Obsolescence $21,524. Obsolescence Value $700. (Scrap)

Exhibit 9.

DETAIL SHEET

Car No. Flat Car 0-287 — Year Built 1898 — Date of Inspection March 15, 1927

Body Builder Mahaire-Dunstan — At New Britain, Connecticut

Truck Builder Mahaire-Dunstan

Motor Manufacturer General Electric

No. of Motors 4 — Type 80 — H.P. 40

Controllers - No. 2 — Type K-28

Air Equipment Westinghouse — Make General Electric — Type (2) CP-27

Safety Appliances

Seating Capacity

Type Seats

Weight of Car

GENERAL DIMENSIONS

Length over all including bumpers 42' - 0"

Length over vestibule sheathing

Length of each platform over vestibule sheathing

Length over body corner posts

Length of transverse seats

Length of wheel base of truck 5' - 0"

Width over bumpers

Width over posts

Width over drip rail (extreme) 7' - 6"

Height from rail to top of floor

Height from floor to top of window rail

Height from rail to top of roof

Height from rail to top of trolley boards 11' - 1"

Post centers

Seat centers

Truck centers 30" - 0"

Gauge of tracks

Diameter of wheels

Height - Floor to Headlining

This is a flat roadway car used to carry dirt, ties, etc. It has a homemade derrick erected on one end, which is operated by air. It was built by the Mahaire-Dunstan Co. in 1898. The body is wood and is mounted on two Mahaire-Dunstan trucks. The original price according to Company record is $6000. I have added $600 for the derrick making the unit cost $6,600. Its present condition is poor. I estimate its value at $600, leaving $6,000 depreciation.

Exhibit 9.

858

DETAIL SHEET

Car No. [illegible] — Year Built 1898 — Date of Inspection [illegible]

Body Builder Connecticut Co. — At New Britain, Connecticut

Truck Builder Brill 21-E

Motor Manufacturer General Electric

No. of Motors 4 — Type 80 — H.P. 40

Controllers - No. 2 — Type K-6

Air Equipment Westinghouse — Make General Electric — Type CP-27

Safety Appliances

Seating Capacity

Type Seats

Weight of Car

GENERAL DIMENSIONS

Length over all including bumpers 30' - 10½"

Length over vestibule sheathing

Length of each platform over vestibule sheathing

Length over body corner posts

Length of transverse seats

Length of wheel base of truck 4' - 6"

Width over bumpers

Width over posts

Width over drip rail (extreme) 8' - 0"

Height from rail to top of floor

Height from floor to top of window rail

Height from rail to top of roof

Height from rail to top of trolley boards 10' - 7"

Post centers

Seat centers

Truck centers

Gauge of track 4' - 8½"

Diameter of wheels 24"

Height - Floor to Headlining

This is a single truck line car built by the Connecticut Co. in 1910 out of an old car. It has a wood body mounted on a Brill 21-E truck which was taken from an old open car. The body is in fair condition. Trucks and motors are poor. The original cost as estimated in 1914 was $8,760. The unit is pretty well worn out and its present value is estimated at $600, leaving $8,160 for depreciation.

Exhibit 9.

859

DETAIL SHEET

Car No. Snow Plow 9-600 Year Built 1911 Date of Inspection March 14, 1929

Body Builder Thomas Bdg. Co. At New Britain, Connecticut

Truck Builder Thomas Plow Wheel

Motor Manufacturer General Electric

No. of Motors A Type GE H.P. 42

Controllers - No. 4 Type K-28-A

Air Equipment Duplex Make General Electric Type CD-27

Safety Appliances

Seating Capacity

Type Seats

Weight of Car

GENERAL DIMENSIONS

Length over all including bumpers 42' - 0"

Length over vestibule sheathing

Length of each platform over vestibule sheathing

Length over body corner posts 31' - 7½"

Length of transverse seats

Length of wheel base of truck 4' - 0"

Width over bumpers

Width over posts

Width over drip rail (extreme) 8' - 11½"

Height from rail to top of floor

Height from floor to top of window rail

Height from rail to top of roof

Height from rail to top of trolley boards

Post centers

Seat centers

Trunk centers

Gauge of trunk

Diameter of wheels

This is a snow plow built by Thomas Mfg. Co. in 1911. It has a wooden body mounted on two Thomas Mfg. Co. special plow trucks. It has a shear plow on each end approximately 5' wide at one end of which extends beyond the body approximately 10'. It also has a side wing plow on each side. The unit generally is in fair condition. The plow was estimated as being worth $4,700 in 1914. My estimate is that the unit as a whole has depreciated 80% from its original value or $1,410, leaving the present value $1,000.

Exhibit 9.

854

DETAIL SHEET

Car No. Snow Plow 9-601 Year Built 1911 Date of Inspection March 14, 1929

Body Builder Thomas Bdg. Co. At New Britain, Connecticut

Truck Builder Baldwin 26 - 6 - B

Motor Manufacturer Westinghouse

No. of Motors Type H.P.

Controllers - No Type

Air Equipment Make Type

Safety Appliances

Seating Capacity

Type Seats

Weight of Car

GENERAL DIMENSIONS

Length over all including bumpers

Length over vestibule sheathing

Length of each platform over vestibule sheathing

Length over body corner posts

Length of transverse seats

Length of wheel base of truck

Width over bumpers

Width over posts

Width over drip rail (extreme)

Height from rail to top of floor

Height from floor to top of window rail

Height from rail to top of roof

Height from rail to top of trolley boards

Post centers

Seat centers

Truck centers

Gauge of track

Diameter of wheels

Height - Floor to Headlining

This is a flat wooden car body mounted on a Brill single truck 27E type. It has no motors. It has a coal carrier which is used for the purpose of carrying coals for starting trolley cars. The estimated original cost of this unit is $600. The present depreciated value is $80.

Exhibit 9.

855

DETAIL SHEET

Car No. Passenger X-999 — Year Built 1928 (Built from old Passenger Car.) — Date of Inspection March 12, 1929

Body Builder Connecticut Co. — At New Britain, Connecticut

Truck Builder Pennsylvania X-50

Motor Manufacturer General Electric

No. of Motors 4 Hours — Type GE — H.P. 40

Controllers - No. 2 Hours — Type K-10

Air Equipment Westinghouse — Make General Electric — Type D-27

Safety Appliances

Seating Capacity 4

Type Seats

Weight of Car

GENERAL DIMENSIONS

Length over all including bumpers 38' - 3"

Length over vestibule sheathing

Length of each platform over vestibule sheathing

Length over body corner posts

Length of transverse seats

Length of wheel base of truck

Width over bumpers

Width over posts

Width over drip rail (extreme)

Height from rail to top of floor

Height from floor to top of window seat

Height from rail to top of roof

Height from rail to top of trolley boards 11' - 6"

Post centers

Seat centers

Truck centers 6'-0"

This is a double truck open bumper which was built by the Connecticut Company in 1928 out of an old passenger car. It has a wooden body which is mounted on two Pennsylvania X-50 trucks. It has a brass rail with end and side steps on each side. In general the unit appears to be in fair condition. I estimate the original value of this bumper to be $6,000. It has depreciated about one by $4,800, leaving the present value $1,200.

Exhibit 9.

Car No. Open Car #1000 — Year Built 1904 (Built from old Passenger Car.) — Date of Inspection March 12, 1929

Body Builder Connecticut Co. — At New Britain, Connecticut

Truck Builder Brill 27-G

Motor Manufacturer Westinghouse

No. of Motors 4 — Type 101D — H.P. 25

Controllers - No. 2 — Type K-6

Air Equipment Compressor Gen. Co. — Make Westinghouse — Type HB-14

Safety Appliances

Seating Capacity 24

Type Seats

Weight of Car

GENERAL DIMENSIONS

Length over all including bumpers 28' - 0"

Length over vestibule sheathing

Length of each platform over vestibule sheathing

Length over body corner posts 22' - 0"

Length of transverse seats

Length of wheel base of truck 4' - 6"

Width over bumpers

Width over posts

Width over drip rail (extreme) 7' - 10"

Height from rail to top of floor

Height from floor to top of window seat

Height from rail to top of roof

Height from rail to top of trolley boards

Post centers

Seat centers

Truck centers 12' - 0"

Gauge of track 4' - 8½"

Diameter of wheels 24"

Height - Floor to Headlining

This is a small car which was built by the Connecticut Company in 1904 out of an old passenger car. It has a wooden body and is mounted on Brill 27-G trucks. I estimate the original cost of this unit at $4,500 and its present value $1,000, leaving $3,500 for depreciation.

Exhibit 9.

DETAIL SHEET

Car No. Wreck Car C-800 — Rebuilt 1897 Converted to Wreck Car in 1924 — Date of Inspection March 18, 1927

Body Builder J. G. Brill Co. — At New Britain, Connecticut

Truck Builder Standard C-80

Motor Manufacturer Westinghouse

No. of Motors 4 — Type 101B — H.P. 40

Controllers - No. 2 — Type K-6

Air Equipment Compressor — Make Westinghouse — Type HB-14

Safety Appliances

Seating Capacity

Type Seats

Weight of Car

GENERAL DIMENSIONS

Length over all including bumpers 29' - 9"

Length over vestibule sheathing

Length of each platform over vestibule sheathing

Length over body corner posts 22' - 3"

Length of transverse seats

Length of wheel base of truck 4' - 6"

Width over bumpers

Width over posts

Width over drip rail (extreme) 7' - 10"

Height from rail to top of floor

Height from floor to top of window rail

Height from rail to top of roof

Height from rail to top of trolley boards

Post centers

Seat centers

Truck centers

Gauge of truck

Diameter of wheels

This is a double truck wreck car built by J. G. Brill Co. originally in 1897. It was rebuilt by the Connecticut Co. in 1924. The body is of wood and is mounted on two Standard C-80 trucks. After being rebuilt I estimate its value $8,000. The body and trucks are in poor condition. I estimate its present value at $1,000, leaving $4,000 for depreciation.

Exhibit 9.

DETAIL SHEET

Car No. [illegible] — Rebuilt 1897 — Date of Inspection Not Numbered - Two Pair

Body Builder J. G. Brill

Truck Builder J. G. Brill

Motor Manufacturer Westinghouse

No. of Motors 4 — Type 101-B — H.P. 40

Controllers - No. 2 — Type K-22-B

Air Equipment Compressor — Make Westinghouse — Type HB-14

Safety Appliances

Seating Capacity

Type Seats

Weight of Car

GENERAL DIMENSIONS

Length over all including bumpers 42' - 0"

Length over vestibule sheathing

Length of each platform over vestibule sheathing

Length over body corner posts

Length of transverse seats

Length of wheel base of truck

Width over bumpers

Width over posts

Width over drip rail (extreme) 9' - 3"

Height from rail to top of floor

Height from floor to top of window rail

Height from rail to top of roof

Height from rail to top of trolley boards

Post centers

Seat centers

Truck centers 11' - 3"

Gauge of truck 4' - 8½"

Diameter of wheels 34"

Height - Floor to Headlining

This Snow Plow was destroyed by C. R. & L. Co. The information on this data sheet is taken from company records. I was informed by Company representative that car was worthless and that about $175 was realized for the scrap.

While I did not have an opportunity to examine this car, I am including it in this report. Company's estimated Original Value is $6,250. Depreciation $5,625. Present Value $700. Obsolescence Value would be $175. (Scrap)

Exhibit 9.

Exhibit 9.

DETAIL SHEET

Car No. Open Flow 9-199 Year Built 1904 Date of Inspection Not Inspected - See Note

Body Builder C. J. Co. Co. At Bay Bridge, Connecticut

Truck Builder 1904

Motor Manufacturer Westinghouse

No. of Motors 4 Type GE Z.P. 72

Controllers - No. 2 Type K-6

Air Equipment Compressor Make Christensen Type AA-4

Safety Appliances

Seating Capacity

Type Seats

Weight of Car

GENERAL DIMENSIONS

Length over all including bumpers 42' - 8"

Length over vestibule sheathing

Length of each platform over vestibule sheathing

Length over body corner posts 33' - 8"

Length of transverse seats

Length of wheel base of truck

Width over bumpers

Width over posts

Width over drip rail (extreme) 9' - 2"

Height from rail to top of floor

Height from floor to top of window rail

Height from rail to top of roof

Height from rail to top of trolley boards

Post centers

Seat centers

Truck centers 31' - 0"

Wheel or trucks 4' - 0"

This Open Flow was destroyed by C. B. & L. Co. The information on this data sheet is taken from Company records. I was informed by Company representative that car was worthless and that about $170 was realized for the scrap.

While I did not have an opportunity to examine this car, I am including it in this report at an estimated Original Value $4,200. Depreciation $3,655. Present Value $700. Obsolescence value would be $195. (Scrap)

April 10, 1907

Mr. Walter Carr, Vice President

Dear Sir:

This report covers my inspection of passenger and service cars at Derby. These are the cars which were turned over by the Connecticut Company to the Connecticut Railway and Lighting Company. In making this examination I was assisted by B. E. Frame and E. T. Grier, both of Wilmington.

The "Purpose of Examination", "Points of Location", "Depreciation", "New Parts Required to Place Equipment in Reasonably Good Operating Condition", and "Obsolescence" have all been explained in my report on the Bridgeport equipment dated April 3, 1907 and are applicable to the Derby location.

THIS REPORT

This report covers my inspection in Derby. At this point I examined 25 passenger cars and 9 service cars. In general the passenger cars were well maintained. All cars are equipped with devices and fittings to make them suitable for one-man operation.

GENERAL DESCRIPTION

Cars Built in 1907 and 1908 - There are 7 cars in this group. These cars are of the heavy double truck type. I consider these cars entirely obsolete as transportation units.

Cars Built in 1919 - There are 11 cars in this group. They are double truck semi-steel type and very heavy. These cars would ordinarily be used in suburban service.

Cars Built in 1920 and 1922 - There are 7 cars in this group. They are of the lighter modern car type and are in fair condition. These cars could continue to operate for many years if properly maintained. They are not, however, a vehicle which I would make a service that will attract riders and as transportation vehicles in this day and age I consider them almost useless.

Service Equipment - There are 9 units of service equipment made up of work cars, snow plows, sweepers, etc. The plows and sweepers are in fair condition but the flat car, line car and sand car are pretty well run down for lack of care and maintenance.

CONCLUSION

The report discloses the original value, amount of depreciation, obsolescence and repair part requirements to be as follows:

ON A DEPRECIATED BASIS

Total original breakdown value of all equipment in Derby. (Some estimated, some actual)	$ 320,192
Total Depreciation and Renewal parts required.	$ 21,128
Present Depreciated Value	$ 199,064

ON AN OBSOLESCENCE BASIS

Total original value of all equipment in Derby (Some estimated, some actual)	$ 307,954
Total Obsolescence	$ 177,059
Present Obsolescence Value	$ 110,876
Amount required for new parts to place equipment in reasonably good operating condition.	$ 4,044

Respectfully submitted

C. J. Pilley

Exhibit 10.

RECAPITULATION FOR HEAVY PASSENGER AND SERVICE CARS

Class Cars		Depreciation Basis			Obsolescence Basis			Cost of new parts to place car in reasonable condition
	Original Cost	Breakdown Cost	Depreciation	Present Value	Original Cost	Obsolescence	Obsolescence Value	
1100 & 1200 Class	$ 37,880	$ 26,267	$ 15,981	$ 25,676	$ 37,880	$ 36,480	$ 1,400	$ 1,880
1900 Class	186,687	108,168	47,917	120,231	186,687	100,687	86,000	556
2200 Class	40,755	40,286	11,915	26,572	40,755	22,055	18,700	368
Service Cars	42,482	42,482	17,717	24,775	42,482	17,717	24,775	1,600 *
Total	$307,984	$260,182	$ 91,128	$199,084	$307,984	$177,089	$130,875	$ 4,044

* Car C-148 $800
" C-203 800
" C-254 800
$1,600.

Exhibit 10.

RECAPITULATION OF HEAVY CARS (1100 - 1200 Class)

Car Nos.	Manufacturer	Year Built	Type Body	Type Truck	Motors	Control	Weight	Company's Price Record	Breakdown Cost.	Deprec.	Present Value	Obsolescence Value
1186	John Stephenson	1907	Wood	Standard C-50	West. 1013(4)	K-6	48,540	$ 5,395	$ 5,332	$ 1,846	$ 3,486	$ 200
1189	" "	"	"	" "	" " "	"	"	5,395	5,331	1,832	3,499	200
1202	" "	1906	"	" C-60	" " "	"	"	5,420	5,641	1,947	3,694	200
1203	" "	"	"	" C-60	" " "	"	"	5,410	5,641	1,938	3,703	200
1204	" "	"	"	" "	" " "	"	"	5,410	5,641	1,915	3,726	200
1207	" "	"	"	" "	" " "	"	"	5,410	5,641	[illegible]	3,708	200
1206	" "	"	"	" "	" " "	"	"	5,410	5,640	1,174	3,466	200
Total	7 Cars							$37,880	$36,267	$13,001	$24,676	$ 1,400

Exhibit 10.

Exhibit 10.

DESCRIPTION OF MOTOR CARS (1900 Class)

Car Nos.	Manufacturer	Year built	Type body	Type truck	Motors	Control	Weight	Company's Price Record	Breakdown cost	Depreciation	Present value	Obsolescence value
1904	J. G. Brill Co.,	1919	Semi-steel	S.C.-62-P	G.E.265 (4)	K-34	48,440	$ 15,167	$ 15,297	$ 4,525	$ 10,772	$ 6,000
1907	" " " "	1919	" "	" "	" " " "	" "	48,440	15,167	15,373	4,329	11,044	6,000
1908	" " " "	1919	" "	" "	" " " "	" "	48,440	15,167	15,297	3,840	11,457	6,000
1909	" " " "	1919	" "	" "	" " " "	" "	48,440	15,167	15,297	4,172	11,125	6,000
1910	" " " "	1919	" "	" "	" " " "	" "	48,440	15,167	15,297	4,399	10,898	6,000
1912	" " " "	1919	" "	" "	" " " "	" "	48,440	15,167	15,259	4,858	10,401	6,000
1913	" " " "	1919	" "	" "	" " " "	" "	48,440	15,167	15,297	4,252	11,045	6,000
1926	" " " "	1919	" "	" "	G-532J (4)	" "	49,270	15,167	15,259	4,631	10,628	6,000
1927	" " " "	1919	" "	" "	" " "	" "	49,270	15,167	15,297	4,011	11,286	6,000
1928	" " " "	1919	" "	" "	" " " "	" "	49,270	15,167	15,259	4,355	10,904	6,000
1943	" " " "	1919	" "	" "	" " " "	" "	49,270	15,167	15,216	4,565	10,651	6,000
Total	11 Cars							$166,837	$168,148	$47,987	$120,161	$66,000

Exhibit 10.

DESCRIPTION OF MOTOR CARS (2000 Class)

Car Nos.	Manufacturer	Year Built	Type Body	Type Truck	Motors	Control	Weight	Company's Price Record	Breakdown Cost	Depreciation	Present Value	Obsolescence Value
2310	Osgood-Bradley	1920	Stmy-Safety	OB-C-62-96	W.496(2)	K-10-A	17,400	$ 5,985	$ 5,918	$ 1,884	$ 4,032	$ 2,800
2315	" "	"	" "	" "	"	"	"	5,985	5,918	1,710	4,206	2,800
2317	" "	"	" "	" "	"	"	"	5,985	5,918	1,896	4,022	2,800
2321	Wason Mfg. Co.	1920	" "	Brill 27-G	W.506A(2)	K-68	18,200	5,745	5,634	1,588	4,046	2,800
2323	" " "	"	" "	Brill 79-E	"	"	"	5,745	5,623	1,748	3,875	2,800
2324	" " "	"	" "	" "	"	"	"	5,745	5,634	1,503	4,131	2,800
2325	" " "	"	" "	" "	"	"	"	5,745	5,634	1,628	4,006	2,800
Total	7 Cars							$ 40,755	$ 40,280	$ 11,213	$ 29,278	$ 19,600

Exhibit 10.

RECAPITULATION OF ENTIRE SERVICE EQUIPMENT

No.	Type	Manufacturer	Year Built	Type Body	Type Truck	Motors	Control	Estimated Original Price	Depreciation	Present Value	Obsolescence Value
0-168	Flat Car	Gen. Ry. & Lighting Co.	1905	Wood	Brill 27-G	GE-67(4)	K-6	$ 5,685	$ 5,335	$ 700	
0-170	Snow Plow	Wason Mfg. Co.	1907	"	Wason Plow	West.101B(4)	K-6	6,510	1,577	4,733	
0-171	" "	" " "	1907	"	" "	" " "	K-6	6,510	1,577	4,733	
0-215	" "	" " "	1910	"	" "	GE-80(4)	K-6	4,812	1,308	3,504	
0-259	Wrecker	Connecticut Co.	1912	"	Standard G-80	West.101B(4)	K-35-G	5,685	1,125	3,500	
0-299	Sweeper	Wason Mfg. Co.	1921	"	" "	GE-80(4) GE-69(2)	K-6 K-10	8,000	3,000	5,000	
0-305	Line Car	J.G.Brill &Gen.Co.	1908 & 1922	"	" "	West.101B(4)	K-6	8,000	3,000	5,000	
0-284	Sand Car	" " " "	1908 & 1924	" "	" "	" " "	" "	4,500	3,700	800	
Total	8 Cars							$42,692	$17,717	$24,975	

Exhibit 10.

ESTIMATE OF ORIGINAL COST APPLICABLE TO CARS
1198, 1199, 1200, 1202, 1204, 1209 and 1206

-DEBIT-

These cars are the same as Bridgeport cars. The estimate of prices being found on

SCHEDULE 1-A

ESTIMATE OF ORIGINAL COST APPLICABLE TO

Cars 1204, 1207, 1208, 1209, 1210, 1212, 1213, 1226 and 1227

-DEBIT-

These cars are the same as Bridgeport cars. The estimate of prices being found on

SCHEDULE 1-D

Exhibit 10.

Exhibit 10.

DETAIL SHEET

Car No. 1166 Year Built 1927 Date of Inspection March 31, 1930

Body Builder John Stephenson

Truck Builder Standard 6-20

Motor Manufacturer Westinghouse

No. of Motors 4 Type 301-B H.P. 40

Controllers - No. 2 Type B-6

Air Equipment Compressor - Governor Make Westinghouse - General Electric Type HV-14 H.L.

Safety Appliances D-2 Emergency Valve

Seating Capacity 40

Type Seats Transverse - Rattan

Weight of Car 48,840

GENERAL DIMENSIONS

Length over all including bumpers	48' - 11"
Length over vestibule sheathing	46' - 1"
Length of each platform over vestibule sheathing	4' - 9"
Length over body corner posts	39' - 9"
Length of Transverse seats	8'0"
Length of wheel base of truck	6' - 8"
Width over bumpers	7' - 9"
Width over posts	7' - 8½"
Width over drip rail (extreme)	8' - 9"
Height from rail to top of floor	3'6½"
Height from floor to top of window rail	28"
Height from rail to top of roof	11' - 6"
Height from rail to top of trolley boards	13' - 6"
Post centers	2'6"
Seat Centers	2'6"
Truck centers	33' - 6"
Gauge of truck	4' - 8½"
Diameter of wheels	26"
Height - Floor to Headlining	

Assigned Cost - Jan. 1, 1914

Taken from Company Card Records

Cost - Body	$5,000.00
" Trucks	875.00
" Electric Equipment	2,000.00
" Miscellaneous Equipment	250.00
Total:	$8,125.00

Exhibit 10.

DETAIL SHEET

Car No. 1166 Year Built 1927 Date of Inspection March 31, 1930

Body Builder John Stephenson

Truck Builder Standard 6-20

Motor Manufacturer Westinghouse

No. of Motors 4 Type 301-B H.P. 40

Controllers - No. 2 Type B-6

Air Equipment Compressor - Governor Make Westinghouse - General Electric Type HV-14 H.L.

Safety Appliances D-2 Emergency Valve

Seating Capacity 40

Type Seats Transverse - Rattan

Weight of Car 48,840

GENERAL DIMENSIONS

Length over all including bumpers	48' - 11"
Length over vestibule sheathing	46' - 1"
Length of each platform over vestibule sheathing	4' - 9"
Length over body corner posts	39' - 9"
Length of Transverse seats	8'0"
Length of wheel base of truck	6' - 8"
Width over bumpers	7' - 9"
Width over posts	7' - 8½"
Width over drip rail (extreme)	8' - 9"
Height from rail to top of floor	3'6½"
Height from floor to top of window rail	28"
Height from rail to top of roof	11' - 6"
Height from rail to top of trolley boards	13' - 6"
Post centers	2'6"
Seat Centers	2'6"
Truck centers	33' - 6"
Gauge of truck	4' - 8½"
Diameter of wheels	26"
Height - Floor to Headlining	

Assigned Cost - Jan. 1, 1914

Taken from Company Card Records

Cost - Body	$5,000.00
" Trucks	875.00
" Electric Equipment	2,000.00
" Miscellaneous Equipment	250.00
Total:	$8,125.00

Exhibit 10.

ESTIMATED ORIGINAL COST AND DATA RELATED THERETO OF [illegible]

Line 14 FOR CONSTRUCTION OF ORIGINAL UNIT. Date Available: March 11 & 12, 1929

Item	Est. Unit Cost	Replacements Required and Cost	% of Depreciation on Balance	Amount of Depreciation	Est. Unit Cost	Replacements Required and Cost	% of Depreciation on Balance	Amount of Depreciation
Car Body - Outside:								
Trolley Hook	$ 1.00		80%	$ .80	$ 1.00		80%	$ .80
Trolley Harp	5.00				5.00			
Trolley Pole	5.00				5.00			
Trolley Base	25.00		10%	2.50	25.00		10%	2.50
Trolley Base Bushing	2.00		20%	.40	2.00		20%	.40
Roof and Curves	225.00	Work-manship and Material			225.00	Work-manship and Material		
Ventilators Open	30.00		40%	12.00	30.00		40%	12.00
Letter Board	10.00		40%	4.00	10.00		40%	4.00
Gate Rail	2.00				2.00			
Posts - Body	50.00		40%	20.00	75.00		40%	30.00
Posts - Corner Vest	25.00		40%	10.00	35.00		40%	14.00
Posts - Vestibule Corner	25.00		40%	10.00	35.00		40%	14.00
Posts - Vestibule Center	10.00		40%	4.00	10.00		40%	4.00
Sash - Window	25.00		10%	2.50	25.00		10%	2.50
Sash - Letter	25.00		10%	2.50	25.00		10%	2.50
Sash - Vestibule	10.00		10%	1.00	10.00		10%	1.00
Belt Rail	25.00		40%	10.00	25.00		40%	10.00
Side Sheathing	25.00		40%	10.00	25.00		40%	10.00
Vestibule Sheathing	25.00		40%	10.00	25.00		40%	10.00
Doors	25.00		40%	10.00	25.00		40%	10.00
Underframe	225.00		40%	90.00	225.00		40%	90.00
Steps	2.50		40%	1.00	2.50		40%	1.00
Vestibule	25.00		40%	10.00	25.00		40%	10.00
Fenders	25.00		40%	10.00	25.00		40%	10.00
Trolley Catchers	25.00		40%	10.00	25.00		40%	10.00
Roof Arms	5.00				5.00			
Arm Sockets	10.00		10%	1.00	10.00		10%	1.00
Destination Signs Box	5.00				5.00			
Paint:		Work-manship and Material				Work-manship and Material		
Floor Underframe	30.00		40%	12.00	30.00		40%	12.00
Floor Body								

Item	Est. Unit Cost	Replacements Required and Cost	% of Depreciation on Balance	Amount of Depreciation	Est. Unit Cost	Replacements Required and Cost	% of Depreciation on Balance	Amount of Depreciation
Car Body - Inside:								
Ventilator - Assembly	$ 10.00		80%	$ 8.00	$ 10.00		80%	$ 8.00
Window Sashes and Glass	2.00		10%	.20	2.00		10%	.20
Ventilator Openings								
Ventilator Glass Set								
Roof Canvas and Fittings	25.00		40%	10.00	25.00		40%	10.00
Interior Trim	25.00		10%	2.50	25.00		10%	2.50
Seats	25.00				25.00			
Seats - Vestibule:								
Cowcher	25.00		40%	10.00	25.00		40%	10.00
Frame Work	10.00				10.00			
Seats - Open								
Cowcher	75.00		40%	30.00	75.00		40%	30.00
Ventilator	200.00		40%	80.00	200.00		40%	80.00
Water & Ice & Cannel	25.00		40%	10.00	25.00		40%	10.00
Step Gates	2.00		40%	.80	2.00		40%	.80
Side Vestibule - Assembly	25.00		40%	10.00	25.00		40%	10.00
Floor Body - Wood	25.00		40%	10.00	25.00		40%	10.00
Floor Body - Canvas								
Floor Platform - Wood	10.00		40%	4.00	10.00		40%	4.00
Floor Platform Covering								
Curtains - Body	25.00	3 @ $5.00 = $15.00	40%	6.00	25.00	3 @ $5.00	40%	6.00
Lamps	25.00		40%	4.00	25.00		40%	4.00
Side Ventilator	225.00		40%	40.00	225.00		40%	40.00
Sheathing	4.00				4.00			
Steps	25.00		40%	10.00	25.00		40%	10.00
Underneath Signs	2.00		40%	.80	2.00		40%	.80
Lighting	25.00		40%	10.00	25.00		40%	10.00
Miscellaneous Items	25.00				25.00			

(Continued)

Exhibit 10. 874

Item	Estimated Orig.Cost	Replacements Required and Cost	% of Deprec. to Retire	Amount of Deprec.	Estimated Orig.Cost	Replacements Required and Cost	% of Deprec. to Retire	Amount of Deprec.
CAR TRUCK								
Lighter Status	$				$			
Frame								
Axles - Driving								
Axles - Trail								
Springs - Driving								
Bunks - Frame								
Journal Boxes								
Journal Bearings								
Springs - Elliptic (2)								
Springs - Coil (2)								
Truck - Driving								
Truck Wheels								
Truck Journals								
Truck Trailing								
Body								
Brake Shoes								
Hand Brake Gear & Staff								
ELECTRIC EQUIPMENT								
Lightning Arrester								
Motors (Series)								
Controller K-6								
Line Breaker								
Current Breaker								
Rheostats								
Wires								
Trolley								
Feeder								
Trolley Wire								
Feeder Wire								

Exhibit 10. 875

Item	Estimated Orig.Cost	Replacements Required and Cost	% of Deprec. to Retire	Amount of Deprec.	Estimated Orig.Cost	Replacements Required and Cost	% of Deprec. to Retire	Amount of Deprec.
ELECTRIC EQUIPMENT - Cont.								
Gauge	$				$			
Pressure								
Air Brake								
Hand Brake								
Cabling								
Car Wiring								
AIR EQUIPMENT								
Gauge								
Engineer Valve & Handle								
Governor								
Piping								
Compressor								
Emergency Valve K-2								
Hanger Valves								
Air Tanks								
Brake Cylinder								
Whistles								
Miscellaneous								
Estimated Tot. Orig. Cost								
Reductions								
Present Est. Deprec. Value								
If Obsolescence is Considered Car is worth only	$				$			

DETAIL SHEET

Car No. 1878 Year Built 1906 Date of Inspection March 11, 1927

Body Builder John Stephenson At Exeter, Connecticut

Truck Builder Standard 2-62

Motor Manufacturer Westinghouse

No. of Motors 4 Type 101-B H.P. 40

Controllers - No. 2 Type B-6

Air Equipment Compressor - Governor Make General Electric - General Electric Type C-27 M.I.

Safety Appliances B-6 Emergency Valve

Seating Capacity 44

Type Seats Transverse - Rattan

Weight of Car 48,240

GENERAL DIMENSIONS

Length over all including bumpers	40' - 1"
Length over vestibule sheathing	29' - 8½"
Length of each platform over vestibule sheathing	4' - 3"
Length over body corner posts	30' - 6½"
Length of Transverse seats	34"
Length of wheel base of truck	4' - 6"
Width over bumpers	7' - 9"
Width over posts	8' - 3"
Width over drip rail (extreme)	8' - 4"
Height from rail to top of floor	36½"
Height from floor to top of window rail	28"
Height from rail to top of roof	11' - 3"
Height from rail to top of trolley boards	11' - 9"
Post centers	24½"
Seat Centers	24½"
Truck centers	29' - 0"

Estimated Cost - June 1, 1914

Taken from Company Card Records

Cost - Body	$2,300.00
" Trucks	390.00
" Electric Equipment	2,070.00
" Miscellaneous Equipment	250.00
Total:	$5,410.00

Exhibit 10. 877

DETAIL SHEET

Car No. 1878 Year Built 1906 Date of Inspection March 11, 1927

Body Builder John Stephenson At Exeter, Connecticut

Truck Builder Standard 2-62

Motor Manufacturer Westinghouse

No. of Motors 4 Type 101-B H.P. 40

Controllers - No. 2 Type B-6

Air Equipment Compressor - Governor Make General Electric - General Electric Type C-27 M.I.

Safety Appliances B-6 Emergency Valve

Seating Capacity 44

Type Seats Transverse - Rattan

Weight of Car 48,240

GENERAL DIMENSIONS

Length over all including bumpers	40' - 1"
Length over vestibule sheathing	29' - 8½"
Length of each platform over vestibule sheathing	4' - 3"
Length over body corner posts	30' - 6½"
Length of Transverse seats	34"
Length of wheel base of truck	4' - 6"
Width over bumpers	7' - 9"
Width over posts	8' - 3"
Width over drip rail (extreme)	8' - 4"
Height from rail to top of floor	36½"
Height from floor to top of window rail	28"
Height from rail to top of roof	11' - 3"
Height from rail to top of trolley boards	11' - 9"
Post centers	24½"
Seat Centers	24½"
Truck centers	29' - 0"

Estimated Cost - June 1, 1914

Taken from Company Card Records

Cost - Body	$2,300.00
" Trucks	390.00
" Electric Equipment	2,070.00
" Miscellaneous Equipment	250.00
Total:	$5,410.00

Exhibit 10. 878

Exhibit 10.

ESTIMATED ORIGINAL COST AND DEPRECIATED VALUE OF [redacted]

Item [redacted] FOR EXPLANATION OF GENERAL O.C.F. DATE VALUED [redacted]

Item	Oct 31, 1955 Estimated Orig. Cost	Oct 31, 1955 Replacements Required and Cost	Oct 31, 1955 % of Depreciation	Oct 31, 1955 Amount of Depreciation	Oct 31, 1956 Estimated Orig. Cost	Oct 31, 1956 Replacements Required and Cost	Oct 31, 1956 % of Depreciation	Oct 31, 1956 Amount of Depreciation
CAR BODY - INTERIOR								
Trolley Pole	$ 3.00		[redacted]	$ .30	$ 3.00		[redacted]	$ .30
Trolley Base	8.00				8.00			
Trolley Rope	6.00				6.00			
Trailer Hook	20.00		[redacted]	4.00	20.00		[redacted]	4.00
Trailer Hook Supports	8.00		[redacted]	.80	8.00		[redacted]	.80
Roof and Supports	1000.00	[redacted]			1000.00	[redacted]		
Ventilators Roof	20.00		[redacted]	10.00	20.00		[redacted]	10.00
Letter Board	14.00		[redacted]	4.20	14.00		[redacted]	4.20
Gutter Rail	7.00				7.00			
Posts - Body	30.00		[redacted]	30.00	30.00		[redacted]	30.00
Posts - Corner Body	50.00		[redacted]	25.00	50.00		[redacted]	25.00
Posts - Vestibule Corner	20.00		[redacted]	10.00	20.00	2 @ $10.00 = $20.00	[redacted]	10.00
Posts - Vestibule Center	10.00		[redacted]	5.00	10.00		[redacted]	5.00
Sash - Upper	33.00		[redacted]	33.00	33.00		[redacted]	33.00
Sash - Lower	45.00		[redacted]	22.50	45.00		[redacted]	22.50
Sash - Vestibule	10.00		[redacted]	5.00	10.00		[redacted]	5.00
Belt Rail	20.00		[redacted]	10.00	20.00		[redacted]	10.00
Side Sheeting	97.00		[redacted]	48.50	97.00		[redacted]	48.50
Vestibule Sheeting	20.00		[redacted]	10.00	20.00		[redacted]	10.00
Doors	40.00		[redacted]	20.00	40.00		[redacted]	20.00
Underframe	200.00		[redacted]	100.00	200.00		[redacted]	100.00
Steps	7.00		[redacted]	3.50	7.00		[redacted]	3.50
Vestibule	10.00		[redacted]	5.00	10.00		[redacted]	5.00
Fenders	20.00		[redacted]	10.00	20.00		[redacted]	10.00
Trolley Catchers	10.00		[redacted]	5.00	10.00		[redacted]	5.00
Roof Cloth	8.00				8.00			
Grab Handles	10.00		[redacted]	5.00	10.00		[redacted]	5.00
Destination Signs-Iron								
Painting	100.00		[redacted]	50.00	100.00	[redacted]	[redacted]	50.00
Floor Underneath	100.00		[redacted]	50.00	100.00		[redacted]	50.00
Roof Painting	100.00		[redacted]	50.00	100.00		[redacted]	50.00

Exhibit 10.

Item	Oct 31, 1955 Estimated Orig. Cost	Oct 31, 1955 Replacements Required and Cost	Oct 31, 1955 % of Depreciation	Oct 31, 1955 Amount of Depreciation	Oct 31, 1956 Estimated Orig. Cost	Oct 31, 1956 Replacements Required and Cost	Oct 31, 1956 % of Depreciation	Oct 31, 1956 Amount of Depreciation
CAR BODY - EXTERIOR								
Ventilator - Lenders	$ 30.00		[redacted]	$ 30.00	$ 30.00		[redacted]	$ 30.00
Ladder-Brackets and Sticks	8.00		[redacted]	.80	8.00		[redacted]	.80
Illumination Signs-Side	80.00		[redacted]	80.00	80.00		[redacted]	80.00
Illumination Signs-End	80.00		[redacted]	80.00	80.00		[redacted]	80.00
Hood Sheave and Fittings	80.00		[redacted]	11.20	80.00		[redacted]	11.20
Interior Trim	80.00		[redacted]	8.00	80.00		[redacted]	8.00
Glass	80.00				80.00			
Seats-Lavitories)								
Covering	40.00		[redacted]	20.00	40.00		[redacted]	20.00
Frame Work	10.00				10.00			
Seats-Green A								
Covering	70.00		[redacted]	70.00	70.00		[redacted]	70.00
Upholstery	100.00		[redacted]	50.00	100.00		[redacted]	50.00
Backers (16 - Panels)	80.00		[redacted]	80.00	80.00		[redacted]	80.00
Hand Rails	8.00		[redacted]	8.00	8.00		[redacted]	8.00
Side Sheeting - Aprons	20.00		[redacted]	2.00	20.00		[redacted]	2.00
Floor Body - Wood	80.00		[redacted]	8.00	80.00		[redacted]	8.00
Floor Body - Covering								
Floor Platform -Wood	10.00		[redacted]	5.00	10.00		[redacted]	5.00
Floor Platform Covering								
Curtains - Side	80.00	3 @ $20.00	[redacted]	80.00	80.00	3 @ $20.00 = $60.00	[redacted]	80.00
Runners	40.00		[redacted]	4.00	40.00		[redacted]	4.00
Door Mechanism	200.00		[redacted]	40.00	200.00		[redacted]	40.00
Floorboxes	8.00				8.00			
Lamps	14.00		[redacted]	14.00	14.00		[redacted]	14.00
Windshield Wipers	7.00		[redacted]	.70	7.00		[redacted]	.70
Heaters	80.00		[redacted]	40.00	80.00		[redacted]	40.00
Miscellaneous Equipment	70.00				70.00			

Exhibit 10.

(Continued) DEFERRED GENERAL COST AND DEPRECIATED VALUE OF [redacted]

(See [illegible] FOR EXPLANATION OF GENERAL COST. DATE EXAMINED March 11, 1952

Item	Oct 31, 1950 Estimated Orig.Cost	Oct 31, 1950 Replacements Required and Cost	Oct 31, 1950 % of Depres. On Balance	Oct 31, 1950 Amount of Depres.	Oct 31, 1951 Estimated Orig.Cost	Oct 31, 1951 Replacements Required and Cost	Oct 31, 1951 % of Depres. On Balance	Oct 31, 1951 Amount of Depres.
OIL STORAGE								
Station Meters	$ 30.00				$ 30.00			
Pumps	120.00		60%	[illegible]	120.00		60%	$ 72.00
Valves - Suction	80.00		80%	40.00	80.00		80%	40.00
Valves - Gage								
Wheels - Driving	140.00		70%	112.00	140.00		70%	0.00
Wheels - Gage								
Automatic Pumps	40.00		40%	16.00	40.00		40%	16.00
Pressure Regulators	8.00		70%	1.20	8.00		70%	1.20
Pressure - Electric (A)	80.00		40%	16.00	80.00		40%	16.00
Pressure - Oil (A)	0.00		40%	0.00	0.00		40%	0.00
Tanks - Exterior	40.00		70%	28.00	40.00		70%	28.00
Boiler Heaters	30.00		30%	21.00	30.00		30%	21.00
Steam Alarmers	20.00		60%	12.00	20.00		60%	0.00
Tabulators								
Safe								
Water Wells	0.00		60%	0.00	0.00		60%	0.00
Steel Water Start & Heaters	30.00		60%	18.00	30.00		60%	18.00
STORAGE EQUIPMENT								
Lightning Arrester	4.00		20%	.80	4.00		20%	.80
Switches (Power)	8.00		20%	1.60	8.00		20%	1.60
Transformers	200.00		5%	10.00	200.00		5%	10.00
Line Poles								
Overhead Wiring	100.00		5%	5.00	100.00		5%	5.00
Insulators	40.00		10%	4.00	40.00		10%	4.00

DETAIL SHEET

Car No. 1834 Year Built 1910 Date of Inspection March 11, 1914

Body Builder [illegible] at [illegible], Connecticut

Truck Builder [illegible]

Motor Manufacturer Westinghouse

No. of Motors 4 Type 101-B H.P. 40

Controllers - No. 2 Type K-6

Air Equipment [illegible] Make General Electric - General Electric Type GE-67 G.E.

Safety Appliances [illegible]

Seating Capacity 44

Type Seats [illegible]

Weight of Car 46,000

GENERAL DIMENSIONS

Length over all including bumpers	48' - 1/2"
Length over vestibule sheathing	39' - 10"
Length of each platform over vestibule sheathing	4' - 3"
Length over body corner posts	32' - 8"
Length of Transverse seats	7'0"
Length of wheel base of truck	6' - 8"
Width over bumpers	7' - 3"
Width over posts	8' - 3"
Width over drip rail (extreme)	8' - 6"
Height from rail to top of floor	2'6"
Height from floor to top of window rail	3'0"
Height from rail to top of roof	11' - 3"
Height from rail to top of trolley boards	11' - 3"
Post centers	6'0"
Seat Centers	2'6"
Truck centers	32' - 8"
Gauge of track	4' - 8 1/2"
Diameter of wheels	26"
Height - Floor to Headlining	

Estimated Cost - Feb. 1, 1914

Taken from Company Card Records

Cost - Body	$3,000.00
" Trucks	800.00
" Electric Equipment	2,000.00
" Miscellaneous Equipment	800.00
Total:	$6,600.00

Exhibit 10.

DETAIL SHEET

Car No. 1834 Year Built 1910 Date of Inspection March 11, 1914

Body Builder [illegible] at [illegible], Connecticut

Truck Builder [illegible]

Motor Manufacturer Westinghouse

No. of Motors 4 Type 101-B H.P. 40

Controllers - No. 2 Type K-6

Air Equipment [illegible] Make General Electric - General Electric Type GE-67 G.E.

Safety Appliances [illegible]

Seating Capacity 44

Type Seats [illegible]

Weight of Car 46,000

GENERAL DIMENSIONS

Length over all including bumpers	48' - 1/2"
Length over vestibule sheathing	39' - 10"
Length of each platform over vestibule sheathing	4' - 3"
Length over body corner posts	32' - 8"
Length of Transverse seats	7'0"
Length of wheel base of truck	6' - 8"
Width over bumpers	7' - 3"
Width over posts	8' - 3"
Width over drip rail (extreme)	8' - 6"
Height from rail to top of floor	2'6"
Height from floor to top of window rail	3'0"
Height from rail to top of roof	11' - 3"
Height from rail to top of trolley boards	11' - 3"
Post centers	6'0"
Seat Centers	2'6"
Truck centers	32' - 8"
Gauge of track	4' - 8 1/2"
Diameter of wheels	26"
Height - Floor to Headlining	

Estimated Cost - Feb. 1, 1914

Taken from Company Card Records

Cost - Body	$3,000.00
" Trucks	800.00
" Electric Equipment	2,000.00
" Miscellaneous Equipment	800.00
Total:	$6,600.00

Exhibit 10.

Exhibit 10.

Exhibit 10.

(Continued) ESTIMATED ORIGINAL COST AND DEPRECIATED VALUE OF [redacted]

(See 1-A FOR EXPLANATION OF ORIGINAL COST. - RATE ENGAGED [redacted] 19[redacted]

Item	CAR NO. - 1954 Estimated Orig.Cost	Replacements Required and Cost	% of Depree. on Balance	Amount of Depree.	CAR NO. 1955 Estimated Orig.Cost	Replacements Required and Cost	% of Depree. on Balance	Amount of Depree.
CAR TRUCKS								
Center Plates	$ 60.00				$ 60.00			
Truck - Brasses	120.00		10%	$ 72.00	120.00		10%	$ 72.00
Axles - Journals	80.00		10%	48.00	80.00		10%	48.00
Axles - Fins								
Wheels - Diameter	160.00		70%	120.00	160.00		80%	80.00
Wheels - Flat								
Journal Boxes	80.00		20%	16.00	80.00		20%	16.00
Journal Springs	8.00		15%	1.20	8.00		15%	1.20
Springs - Elliptic	80.00		20%	16.00	80.00		20%	16.00
Springs - Coil	8.00		20%	2.00	8.00		20%	2.00
Truck - Bolsters	60.00		20%	60.00	60.00		20%	24.00
Truck Gibbons	80.00		20%	40.00	80.00		20%	32.00
Truck Attachments	80.00		20%	8.00	80.00		20%	8.00
Transmission								
Rope								
Rope Sheave	8.00		20%	2.00	8.00		20%	2.00
Hand Brake - ST & Steering	80.00		20%	16.00	80.00		20%	16.00
ELECTRIC EQUIPMENT								
Lightning Arrester	8.00		10%	.80	8.00		10%	.80
Switches (Control)	8.75		20%	1.75	8.75		20%	1.75
Controllers	200.00		8%	16.00	200.00		8%	16.00
Line Material								
Control Cables	100.00		8%	8.00	100.00		8%	8.00
Conduits	80.00		20%	16.00	80.00		20%	16.00

Item	CAR NO. - 1954 Estimated Orig.Cost	Replacements Required and Cost	% of Depree. on Balance	Amount of Depree.	CAR NO. 1955 Estimated Orig.Cost	Replacements Required and Cost	% of Depree. on Balance	Amount of Depree.
ELECTRIC EQUIPMENT - Cont.								
Automatic Switches	$ 125.00		20%	$ 8.00	$ 125.00		20%	$ 8.00
Auto Switches	80.00		20%	6.00	80.00		20%	6.00
Cocks	200.00		20%	40.00	200.00		20%	40.00
Fittings	80.00		20%	16.00	80.00		20%	16.00
Gage Cocks	80.00		20%	16.00	80.00		20%	16.00
Motor Cocks	200.00		20%	40.00	200.00		20%	40.00
Cables	200.00		20%	40.00	200.00		20%	40.00
Car Wiring	80.00		20%	16.00	80.00		20%	16.00
AIR EQUIPMENT								
Gauges	8.00		10%	.80	8.00		10%	.80
Engineer Valve & Handle	80.00		20%	8.00	80.00		20%	8.00
Governor	12.00		6%	.75	12.00		6%	.75
Piping	80.00		20%	48.00	80.00		20%	48.00
Compressor	200.00		20%	80.00	200.00		20%	80.00
Emergency Valve E-2	8.00		10%	2.75	8.00		10%	.75
Reducer Valves	4.00		10%	.40	4.00		10%	.40
Air Tanks	16.00		20%	8.00	16.00		20%	16.00
Brake Cylinder	80.00		20%	8.00	80.00		20%	16.00
Whistles	8.00		10%	.40	8.00		10%	.40
Miscellaneous	120.00				120.00			
Estimated Tot. Orig. Cost:	$ 5,040.45	$ 814.00		$ 1,759.97	$ 5,040.45	$ 182.00		$ 1,147.79
Deductions	1,014.97				1,997.79			
Present Esti. Depree. Value	3,726.48				3,726.48			
If Obsolescence is Considered Car is Worth only Scrap.	$ 800.00				$ 800.00			

Exhibit 10. 885

Exhibit 10. 887

DETAIL SHEET

Our No. [illegible] Year Built [illegible] Date of Inspection [illegible]

At [illegible]

Hull Builder [illegible]

Trunk Builder [illegible]

Other Manufacturer [illegible]

No. of Valves [illegible] Type [illegible] S.P. [illegible]

Accumulators - No. [illegible] Type [illegible]

Air Equipment [illegible] Make [illegible] Type [illegible]

Safety Appliances [illegible]

Working Capacity [illegible]

Type Gasket [illegible]

Weight of Car [illegible]

GENERAL DIMENSIONS

Length over all including bumpers	[illegible]
Length over vestibule sheathing	[illegible]
Length of end platform over vestibule sheathing	[illegible]
Length over body framing plate	[illegible]
Length of Transverse Center	[illegible]
Length of wheel base of truck	[illegible]
Width over bumpers	[illegible]
Width over posts	[illegible]
Width over drip rail (outside)	[illegible]
Height from rail to top of floor	[illegible]
Height from floor to top of center post	[illegible]
Height from rail to top of roof	[illegible]
Height from rail to top of vestibule hoods	[illegible]
Post Centers	[illegible]
Post Centers	[illegible]
Truck Centers	[illegible]
Ovals of Trucks	[illegible]
Diameter of wheels	[illegible]

Estimated Cost - Dec. 1, 1914

Price Data Summary Card Records

Cost - Body	$5,000.00
" Trucks	1,000.00
" Electrical Equipment	1,000.00
" Miscellaneous Equipment	500.00
Total:	$7,500.00

Exhibit 10.

888

Exhibit 10.

Item	Estimated Weight	Replacement Required and Cost	% of Depreciation to Estimate	Amount of Depreciation	Estimated Weight	Replacement Required and Cost	% of Depreciation to Estimate	Amount of Depreciation
CAR BODY - WOODEN:								
[illegible]	[illegible]		[illegible]	[illegible]				
[illegible]	[illegible]							
[illegible]	[illegible]							
[illegible]	[illegible]		[illegible]	[illegible]

(Continued)

Exhibit 10.

Exhibit 10.

(Continued)

Item	Estimated Orig. Cost	Old No. 1888 Replacements Required and Cost	% of Depreciation	Amount of Depreciation	Estimated Orig. Cost	Old No. Replacements Required and Cost	% of Depreciation	Amount of Depreciation
[illegible] - Cont.								
[illegible]								
[illegible]								
[illegible]

Exhibit 10.

REPORTED ORIGINAL COST AND DEPRECIATED VALUE OF [redacted] CAR

(Due 10 FOR EXPLANATION OF ORIGINAL COST. DATE EXAMINED March 11, 1957

Item	CAR NO. 3994 Estimated Orig.Cost	Replacements Required and Cost	% of Depres. On Balance	Amount of Depres.	CAR NO. 3997 Estimated Orig.Cost	Replacements Required and Cost	% of Depres. On Balance	Amount of Depres.
CAR BODY - OUTSIDE								
Trolley Wheel	$ 4.00		90%	$ 3.60	$ 4.00		90%	$ 3.60
Trolley Harp	4.00				4.00			
Trolley Pole	10.07				10.07			
Trolley Base	24.00		70%	10.80	24.00		70%	10.80
Trolley Base Fourth	5.00		70%	1.00	5.00		70%	1.00
Roof and Canvas	230.00				230.00	Remove & Relay 24.00		
Ventilators-Sheet metal	100.00		40%	24.00	100.00		40%	24.00
Letter Board	44.00		40%	10.00	44.00		40%	10.00
Water Rail								
Posts - Body	800.00		40%	320.00	800.00		40%	320.00
Posts - Corner Body	300.07		40%	24.00	300.07	1 @ 24.00	40%	24.00
Posts - Vestibule Corner	80.00		40%	32.00	80.00		40%	24.00
Posts - Vestibule Center	64.00		40%	24.00	64.00		40%	24.00
Sash - Upper) Metal and								
Sash - Lower) Wood	480.00		40%	144.00	480.00		40%	144.00
Sash - Vestibule	24.07		40%	11.00	24.07	1 @ 24.00	40%	10.00
Belt Rail	44.07		40%	20.00	44.07		40%	20.00
Side Sheeting	320.00		40%	72.00	320.00	1 Sect. @ 24.00	40%	60.00
Vestibule Sheeting	47.00		40%	12.00	44.00		40%	12.00
Doors	800.00		40%	320.00	800.00		40%	320.00
Underframing	488.07		40%	195.07	464.07		40%	185.00
Steps	24.07		40%	8.00	24.07		40%	8.00
Headlights	24.00		40%	4.00	24.00		40%	4.00
Fenders	24.00		70%	70.00	24.00		70%	70.00
Trolley Catchers	24.00		40%	4.00	24.00		40%	4.00
Roof Hoops	3.00				3.00			
Grab Handles								
Destination Signs-Iron								
Painting	264.07		10%	26.07	264.07		10%	26.07
Floor Underneath	24.00		40%	24.00	24.00		40%	24.00
Body Interior	24.00		40%	24.00	24.00		40%	24.00
Body Exterior	24.07		40%	24.00	24.07		40%	24.00

Item	CAR NO. 3994 Estimated Orig.Cost	Replacements Required and Cost	% of Depres. On Balance	Amount of Depres.	CAR NO. 3997 Estimated Orig.Cost	Replacements Required and Cost	% of Depres. On Balance	Amount of Depres.
CAR BODY - INSIDE								
Headlining - Asbestos	$ 24.07		40%	$ 24.07	$ 24.07		40%	$ 24.07
Lights-Sockets and Globes	24.00		10%	2.00	20.00		10%	2.00
Illumination Signs-Obs	272.00		40%	24.00	272.00		40%	24.00
Illumination Signs-End	272.00		40%	24.00	272.00		40%	24.00
Seat Frames and Fittings	24.07		40%	24.04	24.07		40%	24.04
Interior Trim	264.07		10%	24.07	264.07		10%	24.07
Glass	320.00				320.00			
Seats-Longitudinal								
Covering	24.00		40%	24.00	24.00	(Bal. Leather over Rattan)	40%	24.00
Frame Work	24.00				24.00			
Seats-Cross								
Covering	264.07		40%	24.00	264.07	(Bal. Leather over Rattan)	40%	144.01
Mechanism	264.07		40%	264.04	264.07		40%	264.04
Heaters (Se-Hall)	264.07		40%	144.04	264.07		40%	144.04
Seat Frame	48.07		40%	24.07	48.07		40%	24.07
Side Sheeting - Asbestos	24.07		40%	24.00	24.07		40%	24.00
Floor Body - Wood	72.00		40%	24.00	72.00		40%	24.11
Floor Body - Covering Mastiacre	24.14		40%	7.00	24.14		40%	7.00
Floor Platform Wood	20.00		40%	14.00	20.00		40%	24.00
Floor Platform Covering Mastiacre	12.00		40%	5.00	12.00		40%	5.00
Curtain - Side	264.00		40%	120.00	264.00	2 @ 24.00 & 24.00	40%	120.00
Drawers	72.00		10%	7.00	72.00		10%	7.00
Door Mechanism	264.07		10%	24.00	264.07		10%	24.00
Threshold	24.07				24.07			
Gongs	24.00		70%	10.00	24.00		70%	10.00
Windshield Fibers	2.00		10%	.00	2.00		10%	.00
Registers	20.00		70%	20.00	20.00		70%	24.00
Miscellaneous Hardware	200.00				200.00			

Exhibit 10.

(Continued)

ESTIMATED ORIGINAL COST AND DEPRECIATED VALUE OF [illegible]

Page 23 FOR EXPLANATION OF ORIGINAL COST. DATE EXAMINED March 31, 1937

Item	Estimated Orig. Cost	Replacements Required and Cost	% of Depre. On Balance	Amount of Depre.	Estimated Orig. Cost	Replacements Required and Cost	% of Depre. On Balance	Amount of Depre.
CAR BODIES								
Fender Fixtures	$ 85.00							
Frame	[illegible]				$ 90.00			
Axles - Driving	[illegible]		[illegible]	$ 100.00	[illegible]		[illegible]	$ [illegible]
Axles - Rear	[illegible]		[illegible]	95.00	[illegible]		[illegible]	[illegible]
Wheels - Driving	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Wheels - Rear								
Springs - Semi	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Springs - Rear	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Springs - Elliptic	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Springs - Coil	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Brake - Exterior	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Brake Steering	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Brake Adjusters	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Transmission								
Horn								
Brake Shoes	[illegible]							
Hand Brake Pedal & Starter	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
			[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
ELECTRIC EQUIPMENT								
Lightning Arrester								
Switches [illegible]	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Controllers	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
			[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Line Breaker								
Circuit Breaker	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Resistors	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Motors	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]

Item	Estimated Orig. Cost	Replacements Required and Cost	% of Depre. On Balance	Amount of Depre.	Estimated Orig. Cost	Replacements Required and Cost	% of Depre. On Balance	Amount of Depre.
ELECTRIC EQUIPMENT - Cont.								
Conductor Equipment	$ [illegible]		[illegible]	$ [illegible]	$ [illegible]		[illegible]	$ [illegible]
Axle Bearings	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Gears	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Pinions	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Gear Cases	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Motor Cables	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Cables	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Car Wiring	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
AIR EQUIPMENT								
Compr.	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Governor Valve & Handle	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Compressor	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Piping	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Compressor	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Compressor Valve E-2	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Gauge Valves	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Air Tanks	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Brake Cylinder	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Whistles	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Miscellaneous	[illegible]				[illegible]			
Estimated Tot. Orig. Cost:	[illegible]			[illegible]	[illegible]	[illegible]		[illegible]
Deductions	[illegible]				[illegible]			
Present Est. Depre. Value	[illegible]				[illegible]			
If Obsolescence is Considered Use in Parts Computation	[illegible]				[illegible]			

Exhibit 10.

Exhibit 10.

ESTIMATED ORIGINAL COST AND DEPRECIATED VALUE OF BRUNK CARS

(Use 19 FOR EXPLANATION OF ORIGINAL COST. DATE EXAMINED March 10 & 11, 1927

Item	CAR NO. 1908 Estimated Orig. Cost	Replacements Required and Cost	% of Deprec. On Balance	Amount of Deprec.	CAR NO. 1909 Estimated Orig. Cost	Replacements Required and Cost	% of Deprec. On Balance	Amount of Deprec.
CAR BODY - OUTSIDE								
Trolley Wheel	$ 6.00		80%	$ 1.20	$ 6.00		80%	$ 1.20
Trolley Base	6.00				6.00			
Trolley Pole	18.67				18.67			
Trolley Base	69.00		50%	34.50	69.00		50%	34.50
Trolley Base Boards	8.00		20%	1.60	8.00		20%	1.60
Roof and Carlas	315.00	Renewa A Paint $8.00			315.00	Renewa A Paint $8.00		
Ventilators Glass Sash	140.00		60%	84.00	140.00		60%	84.00
Letter Board	68.81		20%	5.76	68.81		20%	13.76
Water Rail								
Posts - Body	260.00		50%	130.00	260.00		50%	130.00
Posts - Corner Body	104.67		30%	31.40	104.67		30%	31.40
Posts - Vestibule Corner	80.00		30%	24.00	80.00		30%	24.00
Posts - Vestibule Center	64.00		30%	19.20	64.00		30%	19.20
Roof - Monit Metal and								
Roof - Arch Wood	400.00		40%	160.00	400.00	2 @ $10.00 = 820.00	80%	320.00
Sash - Vestibule	36.67	2 @ $5.00 = $10.00	40%	7.47	36.67		30%	11.00
Belt Rail	64.67		20%	20.00	64.67		20%	12.80
Side Sheathing	178.04		20%	35.73	178.04		20%	35.60
Vestibule Sheathing	44.00		20%	8.81	44.00		20%	13.76
Steps	200.00		20%	100.00	200.00	1 Steps @ $10.00	60%	120.00
Platforming	466.67		20%	100.67	466.67		20%	200.00
Steps	36.67		20%	8.00	36.67		20%	8.00
Headlights	24.00		20%	4.80	24.00		20%	4.80
Fenders	93.33		70%	73.00	93.33		70%	93.00
Trolley Catchers	21.00		20%	4.20	24.00		20%	4.80
Door Steps	5.00				5.00			
Grab Handles								
Ventilator Stays-Iron								
Painting	268.27		30%	80.27	268.27		30%	80.27
Floor Underneath	68.19		60%	27.31	68.19		60%	40.92
Lazy Deflector	20.00		40%	8.00	20.00		40%	8.00
Lazy Hangers	24.67				24.67		20%	4.93
Window Guards	40.00		20%	8.00	40.00			

ESTIMATED ORIGINAL COST AND DEPRECIATED VALUE OF [illegible]

(Use [illegible] FOR EXPLANATION OF ORIGINAL COST. DATE EXAMINED [illegible]

Item	CAR NO. 1908 Estimated Orig. Cost	Replacements Required and Cost	% of Deprec. On Balance	Amount of Deprec.	CAR NO. 1909 Estimated Orig. Cost	Replacements Required and Cost	% of Deprec. On Balance	Amount of Deprec.
CAR BODY - INSIDE								
Headlining - Agasote	$ 36.67		20%	$ 7.33	$ 36.67		20%	$ 14.67
Lights-Sockets and Globes	36.00		20%	7.20	36.00		20%	7.20
Illumination Signs-Side	172.00		40%	68.80	172.00		40%	68.80
Illumination Signs-End	172.00		40%	68.80	172.00		40%	68.80
Hand Straps and Fittings	36.67		20%	10.34	36.67		20%	10.34
Interior Trim	266.67		20%	36.67	266.67		20%	36.67
Glass	100.00				100.00			
Seats-Longitudinal								
Covering	80.40		20%	16.08	80.40		20%	16.08
Frame Work	84.00				84.00			
Seats-Cross								
Covering	276.67		20%	55.00	276.67		20%	55.00
Mechanism	266.67		20%	266.34	266.67		20%	266.34
Hackery (Re-Build)	264.67		20%	132.34	264.67		20%	132.34
Dead Bumps	46.67		20%	10.67	46.67		20%	10.67
Side Sheathing - Agasote	80.67		20%	30.00	80.67		20%	30.00
Floor Body - Wood	72.00		60%	44.00	72.00		60%	44.00
Floor Body - Covering Mastiware	24.16		40%	9.66	24.16		20%	7.25
Floor Platform Wood	88.00		40%	17.61	88.00		40%	35.20
Floor Platform Covering Mastiware	13.33		40%	5.33	13.33		20%	2.66
Curtains - Sash	264.00		80%	220.00	264.00	2 @ $5.00 = 10.00	80%	110.00
Hangers	72.00		10%	7.20	72.00		10%	7.20
Door Mechanism	264.67		30%	79.34	264.67		30%	79.34
Stanchions	36.67				36.67			
Gongs	36.00		70%	18.00	36.00		70%	18.00
Windshield Wipers	3.33		10%	.33	3.33		10%	.33
Registers	80.00		70%	40.00	80.00		70%	80.00
Miscellaneous Hardware	200.00				200.00			

(Continued) ESTIMATED ORIGINAL COST AND DEPRECIATED VALUE OF [redacted]

(Sec. 32) FOR EXPLANATION OF ORIGINAL COST. DATE INVENTORY March 30 & 31, 1937

Item	Estimated Orig. Cost	Replacements Required and Cost	% of Deprec. On Balance	Amount of Deprec.	Estimated Orig. Cost	Replacements Required and Cost	% of Deprec. On Balance	Amount of Deprec.
CAR TRUCKS								
Double Trucks	$ 99.00				$ 99.00			
Trucks	400.00		40%	$ 80.00	400.00		40%	$ 160.00
Axles - Driving	340.00		80%	99.84	340.00		80%	99.84
Axles - Rear								
Wheels - Driving	800.00		7%	16.00	800.00		7%	16.00
Wheels - Rear								
Journal Boxes	125.00		40%	50.00	125.00		40%	50.00
Journal Bearings	80.00		10%	8.00	80.00		10%	8.00
Springs - Elliptic	80.00		40%	32.00	80.00		40%	32.00
Springs - Coil	30.00		40%	6.00	30.00		40%	6.00
Truck - Bolster	200.00		40%	40.00	200.00		40%	40.00
Brake Rigging	200.00		8%	16.00	200.00		80%	160.00
Block Adjusters	30.00		5%	1.00	30.00		95%	30.00
Truckmarking								
Jacks								
Brake Shoes	11.25		10%	2.25	11.25		10%	2.25
Hand Brake Shaft & Housing	35.00		10%	10.00	35.00		90%	25.00
ELECTRIC EQUIPMENT								
Lightning Arrester	2.00		30%	.60	2.00		30%	.60
Switches HS-6	30.00		5%	1.50	30.00		5%	1.50
Controllers	400.00		5%	20.00	400.00		5%	20.00
Line Breaker	100.00		40%	20.00	100.00		80%	80.00
Circuit Breaker	30.00		5%	1.50	30.00		5%	1.50
Wiresteps	300.00		80%	240.00	300.00		90%	270.00
Motors								
Armatures								
Fields								

Item	Estimated Orig. Cost	Replacements Required and Cost	% of Deprec. On Balance	Amount of Deprec.	Estimated Orig. Cost	Replacements Required and Cost	% of Deprec. On Balance	Amount of Deprec.
ELECTRIC EQUIPMENT - Cont.								
Armature Bearings	$ 60.00		30%	$ 18.00	$ 60.00		30%	$ 18.00
Axle Bearings	140.00		20%	28.00	140.00		20%	28.00
Gears	240.00		80%	192.00	240.00		80%	192.00
Pinions	80.00		80%	64.00	80.00		80%	64.00
Gear Cases	100.00		80%	80.00	100.00		80%	80.00
Motor Cases	300.00		80%	240.00	300.00		80%	240.00
Cables	200.00		80%	80.00	200.00		80%	80.00
Car Wiring	150.00		80%	80.00	150.00		80%	80.00
AIR EQUIPMENT								
Gauges	2.00		10%	.80	2.00		30%	.60
Reducing Valve & Handle	80.00		20%	16.00	80.00		20%	16.00
Governor	30.00		5%	1.50	30.00		5%	1.50
Pipes	160.00		80%	128.00	160.00		80%	128.00
Compressor	200.00		80%	160.00	200.00		80%	160.00
Emergency Valve H-2	5.00		10%	1.00	5.00		10%	1.00
Check Valves	5.00		10%	1.10	5.00		10%	1.10
Air Tanks	80.00		60%	48.00	80.00		60%	48.00
Brake Cylinder	30.00		10%	3.00	30.00		90%	5.00
Whistles	5.00		10%	1.00	5.00		10%	1.00
Miscellaneous	300.00				300.00			
Estimated Tot. Orig. Cost:	$19,897.00	$10.00		$8,861.00	19,897.00	900.00		$4,107.00
Deductions	3,848.00*				4,173.00			
Present Estl. Deprec. Value	11,486.00				11,124.00			
* Obsolescence is Considered at 10 cents per passenger	6,000.00				6,000.00			

Exhibit 10.

901

Exhibit 10.

ESTIMATED ORIGINAL COST AND DEPRECIATED VALUE OF [illegible]

(See 1-9 FOR EXPLANATION OF ORIGINAL COST. DATE EXAMINED [illegible] 10, 1937

Item	CAR NO. 1950 Estimated Orig. Cost	Replacements Required and Cost	% of Depree. On Balance	Amount of Depree.	CAR NO. - 1951 Estimated Orig. Cost	Replacements Required and Cost	% of Depree. On Balance	Amount Depree.
CAR BODY - OUTSIDE								
Trolley Wheel	$ 4.00		25%	$ 1.00	$ 4.00		25%	$ 1.00
Trolley Harp	4.00				4.00			
Trolley Pole	10.97				10.97			
Trolley Base	60.00		15%	10.00	60.00		15%	10.00
Trolley Base Boards	8.00		15%	1.20	8.00		15%	1.20
Roof and Canvas	210.00	Canvas & Paint $6.00			210.00	Canvas & Paint $6.00		
Ventilators Deck Grill	140.00		40%	56.00	140.00		40%	56.00
Letter Board	46.91		20%	9.30	46.91		20%	9.30
Inter Rail								
Posts - Body	540.00		25%	135.00	540.00		25%	135.00
Posts - Corner Body	104.97		25%	30.00	104.97		30%	30.00
Posts - Vestibule Corner	80.00		20%	24.00	80.00		30%	24.00
Posts - Vestibule Center	84.00		20%	16.80	84.00		20%	16.80
Sash - Upper Panel and Bead								
Sash - Lower Panel and Bead	480.00		30%	144.00	480.00		30%	144.00
Door - Vestibule	30.97		25%	11.00	30.97	3 @ $3.00 = $10.00	25%	8.00
Belt Rail	44.97		20%	20.00	44.97		20%	20.00
Side Sheeting	170.94	1 Section @ $14.00	40%	64.44	170.94	1 Section @ $14.00	25%	40.50
Vestibule Sheeting	44.00	1 Section @ $10.00	40%	9.91	44.00		20%	12.20
Floors	300.00		40%	120.00	300.00		40%	120.00
Underframing	480.97		40%	200.94	480.97		40%	200.00
Ware	30.97		20%	6.00	30.97		20%	6.00
Brackets	24.00		20%	4.80	24.00		20%	4.80
Pedals	90.00		70%	70.00	90.00		70%	70.00
Trolley Catchers	24.00		20%	4.80	24.00		20%	4.80
Roof Steps	5.00				5.00			
Lub Bushing								
Termination Steps-Iron								
Painting	200.97		10%	20.97	200.97		10%	20.97
Floor Underneath	68.10		60%	27.21	68.10		60%	40.70
Body Adjuster	80.00		40%	32.00	80.00		40%	32.00
Roof Fingers	30.97				30.97			
Window Sashes	20.00		10%	2.00	20.00		10%	2.00

Item	CAR NO. 1950 Estimated Orig. Cost	Replacements Required and Cost	% of Depree. On Balance	Amount of Depree.	CAR NO. - 1951 Estimated Orig. Cost	Replacements Required and Cost	% of Depree. On Balance	Amount Depree.
CAR BODY - INSIDE								
Partitions - Aprons	$ 30.97		30%	$ 10.97	$ 30.97		30%	$ 10.00
Ladder-Handrail and Grabs	30.00		20%	6.00	30.00		20%	6.00
Illumination Glass-Side	200.00		40%	80.00	200.00		40%	80.00
Illumination Glass-End	270.00		40%	80.00	270.00		40%	80.00
Hand Straps and Fixtures	30.97		30%	10.94	30.97		30%	10.94
Interior Trim	200.97		10%	20.97	200.97		10%	20.97
Glass	120.00				120.00			
Seats-Longitudinal								
Covering	30.00		40%	12.00	30.00		40%	12.00
Frame Part	30.00				30.00			
Seats-Cross								
Covering	200.97		40%	110.00	200.97		40%	177.70
Mechanism	200.97		20%	200.94	200.97		20%	200.94
Heaters (20-Kw)	200.97		20%	130.94	200.97		20%	130.94
Arm Rests	40.97		20%	10.97	40.97		20%	10.97
Side Sheeting - Aprons	90.97		20%	20.00	90.97		20%	20.00
Floor Body - Deal	70.00		20%	14.00	70.00		20%	20.11
Floor Body - Covering(Rubber)	30.11		40%	0.00				
Floor Platform Deal	30.00		20%	17.21	30.00		40%	11.00
Floor Platform Covering(Rubber)	10.00		40%	0.00				
Curtains - Side	200.00	3 @ $0.00	20%	120.00	200.00		20%	120.00
Drapers	70.00		10%	7.00	70.00		10%	7.00
Door Mechanism	200.97		20%	20.00	200.97		20%	20.00
Overhead	30.97				30.97			
Gongs	30.00		70%	10.00	30.00		70%	10.00
Windshield Wipers	0.00		10%	.00	0.00		10%	.00
Registers	40.00		70%	20.00	40.00		70%	20.00
Miscellaneous Hardware	200.00				200.00			

Exhibit 10. 902

Exhibit 10. 903

Exhibit 10.

(Continued) ESTIMATED ORIGINAL COST AND DEPRECIATED VALUE OF SHEET 5888

Plan 1-8 FOR EXPLANATION OF ORIGINAL COST. DATE EXAMINED AUGUST 10, 1927

Item	Car No. 1868 Estimated Orig.Cost	Replacements Required and Cost	% of Depree. On Balance	Amount of Depree.	Car No. 1910 Estimated Orig.Cost	Replacements Required and Cost	% of Depree. On Balance	Amount of Depree.
CAR BODIES								
Center Sills	$ 90.00				$ 90.00			
Truss	450.00		40%	$ 180.00	450.00		40%	$ 180.00
Axles - Driving	105.97		90%	95.34	105.97		90%	95.34
Axles - Pony								
Wheels - Driving	375.00		90%	337.50	375.00		90%	337.50
Wheels - Pony								
Journal Boxes	100.00		40%	90.00	100.00		40%	90.00
Journal Bearings	20.00		10%	2.00	20.00		10%	2.00
Springs - Elliptic	50.00		40%	20.00	50.00		40%	20.00
Springs - Coil	10.97		40%	4.37	10.97		40%	4.37
Truck - Bolster	100.97		40%	40.37	100.97		40%	40.37
Brake Rigging	250.00		40%	100.00	250.00		40%	100.00
Short Arbitrary	30.00		40%	12.00	30.00		40%	12.00
Turnbuckles								
Rods								
Brake Shoes	11.75		80%	9.37	11.75		80%	9.37
Hand Brake Staff & Ratchet	20.00		80%	16.00	20.00		80%	16.00
ELECTRIC EQUIPMENT								
Lightning Arrester	5.00		10%	.50	5.00		10%	.50
Switches HD-46	30.00		5%	1.50	30.00		5%	1.50
Controllers	400.00		5%	20.00	400.00		5%	20.00
Line Breaker	100.00		40%	40.00	100.00		40%	40.00
Control Wireman	50.00		5%	2.50	50.00		5%	2.50
Transformers	400.00		40%	160.00	400.00		40%	160.00

Item	Car No. 1868 Estimated Orig.Cost	Replacements Required and Cost	% of Depree. On Balance	Amount of Depree.	Car No. 1910 Estimated Orig.Cost	Replacements Required and Cost	% of Depree. On Balance	Amount of Depree.
ELECTRIC EQUIPMENT - Cont.								
Trolley Fittings	$ 90.97		80%	$ 10.75	$ 90.97		80%	$ 10.75
Axle Fittings	105.97		80%	21.00	105.97		80%	21.00
Motors	800.97		80%	160.00	800.97		80%	160.00
Pinions	60.00		80%	24.00	60.00		80%	24.00
Gear Cases	197.00		80%	39.37	197.00		80%	39.00
Motor Cases	800.00		80%	312.50	800.00		80%	312.50
Cables	800.00		80%	80.00	800.00		80%	80.00
Car Wiring	135.00		80%	54.37	135.00		80%	54.37
AIR EQUIPMENT								
Compr.	6.00		10%	.60	6.00		10%	.60
Engineer Valve & Handle	20.00		80%	16.00	20.00		80%	16.00
Governor	30.00		5%	1.50	30.00		5%	1.50
Piping	150.00		80%	120.00	150.00		80%	120.00
Compressor	800.00		80%	150.00	800.00		80%	800.00
Emergency Valve H-2	6.97		10%	1.00	6.97		10%	1.00
Double Valves	7.00		10%	1.10	7.00		10%	1.10
Air Tanks	80.00		80%	64.00	80.00		80%	64.00
Brake Cylinder	20.00		10%	2.00	20.00		10%	2.00
Whistles	8.00		10%	1.20	8.00		10%	1.20
Miscellaneous	200.00				200.00			
Estimated Tot. Orig. Cost:	$13,207.00	$ 30.00		$ 4,988.00	$13,000.00	$ 30.00		$ 4,980.00
Deductions	4,000.00				4,000.00			
Present Esti. Depree. Value	$10,000.00				$10,000.00			
If Obsolescence is Considered Car is Worth additional	$ 6,000.00				$ 6,000.00			

Exhibit 10.

DETAIL SHEET

Car No. 1808 — Year Built 1918 — Date of Inspection March 11, 1927

Body Builder J. G. Brill Co.

Truck Builder Standard O-60-P.

Motor Manufacturer Westinghouse

No. of Motors 4 — Type 538-J — H.P. 50

Controllers - No. 2 — Type K-2-K

Air Equipment Compressor - Westinghouse — make Universal Electric - Westinghouse — Type CP-27 B-4

Safety Appliances K-2 Compressor Valve

Seating Capacity 36

Type Seats Transverse - Rattan

Weight of Car 48,870

GENERAL DIMENSIONS

Length over all including bumpers	48' - 2"
Length over vestibule sheeting	41' - 2"
Length of each platform over vestibule sheeting	4' - 10½"
Length over body corner posts	37' - 10"
Length of Transverse seats	7½"
Length of wheel base of truck	6' - 1"
Width over bumpers	7' - 8"
Width over posts	8' - 8"
Width over drip rail (extreme)	8' - 7"
Height from rail to top of floor	2'3"
Height from floor to top of trolley rest	8'4"
Height from rail to top of roof	12' - 10½"
Height from rail to top of trolley boards	13' - 10"
Truck centers	30"
Truck Pivotings	24' - 0"

Actual Cost

Cost - Body	$7,854.00
" Trucks	2,000.00
" Electric Equipment	4,800.00
" Air Equipment	440.00
" Miscellaneous Equipment	50.78
Total:	$15,144.78

Exhibit 10.

Exhibit 10.

Car No. 1812 — Year Built 1918 — Date of Inspection March 11, 1927

Item	Estimated Orig.Cost	Car No. 1812 Replacements Required and Cost	% of Depree. on Balance	Amount of Depree.	Estimated Orig.Cost	Car No. 1808 Replacements Required and Cost	% of Depree. on Balance	Amount of Depree.
CAR BODY - STEEL:								
Trolley Wheel	$ 4.00		75%	$ 1.00	$ 4.00		75%	$ 3.00
Trolley Harp	4.00				4.00			
Trolley Pole	18.67				18.67			
Trolley Base	68.50		15%	10.42	79.92		15%	10.40
Trolley Base Boards	8.00		15%	1.20	8.00		15%	1.20
Roof and Canvas	113.09	Porque & Paint $8.00			121.09	Porque & Paint $8.00		
Ventilators Sash (grill)	140.00		40%	56.00	140.00		40%	56.00
Letter Board	46.81		30%	13.88	46.81		30%	13.90
Water Rail								
Posts - Body	960.00		40%	384.00	960.00		30%	138.00
Posts - Corner Body	326.87	2 @ $18.00 = $36.00	40%	51.04	326.87		30%	34.00
Posts - Vestibule Corner	80.00		40%	32.00	80.00		30%	24.00
Posts - Vestibule Center	64.00		40%	25.60	64.00		30%	12.80
Sash - Upper	Metal and Wood		75%	144.00	480.00		30%	144.00
Sash - Lower			30%	7.74	36.87		30%	11.60
Sash - Vestibule	36.87	1 @ $8.00 = $8.00	40%	26.67	66.67		30%	20.34
Quarter Rail	66.67		40%	26.67	66.67		40%	71.00
Side Sheeting	178.84		30%	53.65	178.84		40%	17.81
Vestibule Sheeting	44.53		30%	13.36	44.53		40%	130.00
Doors	200.00		50%	100.00	200.00		30%	300.00
Underframing	666.67		40%	266.67	666.67		30%	6.00
Steps	26.67		25%	6.00	26.67		25%	4.80
Headlights	24.00		20%	4.80	24.00		20%	
Fenders	93.33		75%	70.00	93.33		75%	70.00
Trolley Catchers	24.00		20%	4.80	24.00		20%	4.80
Roof Steps	3.00				3.00			
Grab Handles								
Destination Signs-Iron							10%	36.67
Painting	366.67		10%	36.67	366.67		20%	40.42
Floor Underneath	68.19		20%	40.42	68.19		40%	32.00
Body Bolster	80.00		40%	32.00	80.00			
Body Bumpers	66.67				66.67		10%	4.80
Window sweeps	48.83		10%	4.88	48.83			
						Body Repairs Account of Collision $642.		

(Continued)

ESTIMATED OVERALL COST AND DEPRECIATED VALUE OF STREET CARS

(Use 10 FOR EXPLANATION OF OVERALL COST. DATE LABORED March 31, 1937

ITEM	Old No. 3022 Estimated Orig. Cost	Old No. 3022 Replacements Required and Cost	Old No. 3022 % of Depreciation Balance	Old No. 3022 Amount of Depreciation	New No. 3586 Estimated Orig. Cost	New No. 3586 Replacements Required and Cost	New No. 3586 % of Depreciation Balance	New No. 3586 Amount of Depreciation
CAR BODY - INSIDE								
Headlining - Ceiling	$ 84.87		40%	$ 34.00	$ 84.87		30%	$ 25.50
Lights-Switch and Globes	20.00		30%	6.00	20.00		30%	6.00
Illumination Fixtures	121.00		40%	48.00	121.00		40%	48.00
Illumination Fixtures	121.00		40%	48.00	121.00		40%	48.00
Hand Straps and Fittings	74.87		30%	14.94	74.87		30%	14.94
Interior Trim	284.87		30%	84.87	284.87		30%	84.87
Glass	120.00				120.00			
Seats-Longitudinal								
Covering	22.00		40%	22.04	22.00		40%	22.04
Frame Work	24.00				24.00			
Seats-Cross								
Covering	284.00		40%	110.01	284.87		40%	110.01
Mechanism	284.87		30%	284.94	284.87		30%	284.94
Markers (No. & Bell)	284.87		30%	120.04	284.87		30%	120.04
Mud Guards	48.87		30%	12.87	48.87		30%	12.87
Side Shutters - Aprons	84.87		40%	34.87	84.87		30%	17.44
Floor Body - Wood	72.00		40%	28.80	72.00		70%	41.72
Floor Body - Covering Mattress	24.14		30%	7.24				
Floor Platform Wood	80.00		40%	32.00	80.00		40%	32.00
Floor Platform Covering Aluminum	12.00		30%	3.60				
Curtains - Pair	284.00	1 Yd 85.00	30%	107.40	284.00		30%	120.00
Fixtures	72.00		30%	7.20	72.00		30%	7.20
Door Mechanism	284.87		30%	48.00	284.87		30%	48.00
Miscellaneous	84.87				84.87			
Steps	84.00		70%	14.00	84.00		70%	14.00
Pinkerfield Signs	8.00		30%	.72	8.00		30%	.80
Shelters	84.00		70%	60.00	84.00		70%	60.00
Miscellaneous Hardware	284.00				284.00			

ITEM	Old No. 3022 Estimated Orig. Cost	Old No. 3022 Replacements Required and Cost	Old No. 3022 % of Depreciation Balance	Old No. 3022 Amount of Depreciation	New No. 3586 Estimated Orig. Cost	New No. 3586 Replacements Required and Cost	New No. 3586 % of Depreciation Balance	New No. 3586 Amount of Depreciation
CAR BODY								
Control Fixture	$ 84.00				$ 84.00			
Frame	284.00		30%	$ 100.00	284.00		30%	$ 100.00
Axles - Driving	284.87		40%	98.04	284.87		30%	84.84
Axles - Pony								
Wheels - Driving	284.00		30%	84.87	284.00		30%	84.00
Wheels - Pony								
Journal Boxes	128.87		40%	84.87	128.87	1 (Cylinder) 80.00	40%	78.79
Journal Bearings	84.00		30%	4.00	84.00		30%	4.00
Springs - Elliptic	80.00		40%	80.00	80.00		40%	80.00
Springs - Coil	14.87		40%	4.87	14.87		40%	5.94
Truck - Bolster	284.87		40%	48.87	284.87		40%	48.87
Brake Rigging	284.00		40%	80.00	284.00		40%	180.00
Shoe Adjusters	84.00		30%	14.40	84.00		30%	18.20
Turnbuckles								
Rods								
Brake Shoes	11.78		30%	3.87	11.78		30%	3.87
Hand Brake Rod & Fixtures	80.00		30%	18.00	80.00		30%	18.00
ELECTRIC EQUIPMENT								
Lightning Arrester	8.00		30%	.80	8.00		30%	.80
Switches SB 46	84.00		30%	1.00	84.00		30%	1.00
Controllers	284.00		30%	84.00	284.00		30%	84.00
Line Breaker	128.87		40%	80.87	128.87		40%	80.87
Circuit Breaker	84.00		30%	1.00	84.00		30%	1.00
Receivers	180.00		70%	70.00	180.00		30%	84.00
Motors								
Armature	1,000.00				1,000.00			
Fields	800.00				800.00			
Brushholders	80.00				80.00			
Commutators	800.87		40%	320.04	800.87		40%	320.00

Exhibit 10.

Exhibit 10.

(Continued) ESTIMATED ORIGINAL COST AND DEPRECIATED VALUE OF [redacted]

(See 12 FOR EXPLANATION OF ORIGINAL COST. DATE RELEASED March 11, 1927

Item	Old No. 1813 Estimated Orig.Cost	Old No. 1813 Replacements Required and Cost	Old No. 1813 % of Deprec. to Release	Old No. 1813 Amount of Deprec.	Old No. 1846 Estimated Orig.Cost	Old No. 1846 Replacements Required and Cost	Old No. 1846 % of Deprec. to Release	Old No. 1846 Amount of Deprec.
ELECTRIC EQUIPMENT - Cont.								
Armature Reactance	$ 95.97		90%	$ 10.13	$ 95.97		90%	$ 10.13
Axle Generator	106.97		90%	11.03	106.97		90%	11.03
Motor	966.47		90%	100.00	966.47		90%	100.00
Pinions	60.00		90%	54.00	60.00		90%	54.00
Over Cross	127.03		90%	30.97	127.03		90%	30.97
Motor Cross	963.03		90%	110.03	963.03		90%	110.03
Cables	900.00		90%	90.00	900.00		90%	90.00	
Car Wiring	130.50		90%	90.97	130.50		90%	90.97
AIR EQUIPMENT								
Pumps	9.00		10%	.90	9.00		10%	.90
Equipment Valve & Switch	70.00		90%	10.00	70.00		90%	10.00
Governor	10.04		10	1.00	10.04		10	1.00
Fittings	108.04		90%	100.00	108.04		90%	100.00
Compressor	900.00		90%	100.00	900.00		90%	900.00
Emergency Valve D-2	6.97		10%	1.00	6.97		10%	1.00
Heater Valves	7.00		10%	1.10	7.00		10%	1.10
Air Hoses	80.00		90%	90.00	80.00		90%	90.00
Brake Cylinder	90.00		40%	10.00	90.00		10%	9.00
Piping	9.00		10%	1.00	9.00		10%	1.00
Miscellaneous	900.00				900.00			

DETAIL SHEET

Car No. [redacted] Year Built 1913 Date of Inspection March 11, 1927

Body Builder J. G. Brill Co. at Hunts, Connecticut

Truck Builder Standard C Co.

Motor Manufacturer Westinghouse

	Car No.
	1807
	1808
	1846

No. of Motors 2 Type 308-A H.P. 50

Controllers - No. 2 Type Sub-A

Air Equipment Compressor & Governor Make Westinghouse - Westinghouse Type 3D-12 D-2

Safety Appliances D-2 Emergency Valve

Seating Capacity 54

Type Seats Transverse - Rattan

Weight of Car 48,270

GENERAL DIMENSIONS

Length over all including bumpers	50' - 0"
Length over vestibule sheathing	46' - 0"
Length of each platform over vestibule sheathing	4' - 3½"
Length over body corner posts	37' - 8½"
Length of Transverse seats	8½"
Length of wheel base of truck	8' - 3"
Width over bumpers	7' - 8"
Width over posts	8' - 3½
Width over drip rail (extreme)	8' - 7"
Height from rail to top of floor	4½"
Height from floor to top of window rail	24"
Height from rail to top of roof	10' 10½"
Height from rail to top of trolley hinges	11' - 8½"
Post Centers	2'0"
Seat Centers	2'0"
Truck Centers	30' - 1½"
Gauge of track	4' - 8½"
Diameter of wheels	34"
Height - Floor to Headlining	7' - 6½"

Actual Cost

Cost - Body	$ 9,866.00
" Trucks	2,000.00
" Elec.Equip.	6,800.00
" Air Equip.	660.00
" Miscell.Equip.	80.79
" Total:	$ 19,186.79

Exhibit 10.

Exhibit 10.

Exhibit 10.

REPLACE ORIGINAL COST AND DEPRECIATED VALUE OF [illegible]

Line 1-9 FOR EXPLANATION OF ORIGINAL COST. DATE CHANGED MARCH 10, 1937

Item	CAR NO. 1937 Estimated Orig. Cost	CAR NO. 1937 Replacements Required and Cost	CAR NO. 1937 % of Deprec. to Balance	CAR NO. 1937 Amount of Deprec.	CAR NO. 1938 Estimated Orig. Cost	CAR NO. 1938 Replacements Required and Cost	CAR NO. 1938 % of Deprec. to Balance	CAR NO. 1938 Amount of Deprec.
Car Body - Cont'd:								
Trolley Wheel	$ 4.00		25%	$ 1.00	$ 4.00		25%	$ 1.00
Trolley Harp	4.00				4.00			
Trolley Pole	18.07				18.07			
Trolley Base	69.71		15%	10.45	69.71		15%	10.45
Trolley Base Boards	9.49		15%	1.42	9.49		15%	1.42
Roof and Covers	512.00	Canvas & Paint $8.00			512.00	Canvas & Paint $8.00		
Ventilators Body (Roll)	160.00		20%	32.00	160.00		20%	32.00
Letter Board	68.81		20%	9.32	68.81		20%	13.90
Letter Rail								
Posts - Body	800.00		20%	160.00	800.00		20%	160.00
Posts - Corner Body	160.07		20%	32.00	160.07		20%	32.00
Posts - Vestibule Corner	80.00		20%	24.00	80.00		20%	24.00
Posts - Vestibule Center	66.00		20%	13.20	66.00		20%	13.20
Sash - Upper Deck & Post Lower	480.00		30%	144.00	480.00		30%	144.00
Doors - Vestibule	55.07		20%	11.40	55.07		20%	11.40
Belt Rail	68.07		40%	26.07	68.07		40%	27.24
Side Sheeting	178.98		25%	44.74	178.98		40%	71.59
Vestibule Sheeting	44.98		25%	11.13	44.98		40%	17.81
Posts	800.00		40%	128.00	800.00		40%	128.00
Underframing	600.07		25%	200.00	600.07		40%	240.20
Steps	30.07		20%	6.00	30.07		20%	6.00
Vestibule	24.00		20%	4.80	24.00		20%	4.80
Fenders	65.00		70%	39.00	65.00		70%	39.00
Trolley Catchers	24.00		20%	4.80	24.00		20%	9.60
Roof Fans	8.00				8.00			
Grid Rheostats								
Ventilation Steam-Iron								
Painting	200.07		10%	20.07	200.07		10%	20.07
Floor Underneath	400.10		20%	80.02	80.10		20%	40.48
Body Exterior	80.00		20%	16.00	80.00		20%	32.00
Seats Reverse	40.07				40.07			
Vestib Canvas	40.00		20%	8.00	40.00		10%	4.00

Exhibit 10.

Item	CAR NO. 1937 Estimated Orig. Cost	CAR NO. 1937 Replacements Required and Cost	CAR NO. 1937 % of Deprec. to Balance	CAR NO. 1937 Amount of Deprec.	CAR NO. 1938 Estimated Orig. Cost	CAR NO. 1938 Replacements Required and Cost	CAR NO. 1938 % of Deprec. to Balance	CAR NO. 1938 Amount of Deprec.
CAR BODY - Cont'd:								
Headlining - Monitor	$ 68.07		25%	$ 17.02	$ 68.07		25%	$ 34.01
Lights-Inclose and Clings	30.00		10%	3.00	30.00		10%	3.00
Illumination Signs-Side	171.00		40%	68.40	171.00		40%	68.40
Illumination Signs-End	171.00		40%	68.40	171.00		40%	68.40
Hand Straps and Fixtures	38.07		50%	19.04	38.07		50%	19.04
Interior Trim	266.07		10%	26.07	266.07		10%	26.07
Glass	160.00				160.00			
Seats-Longitudinal								
Coverings	84.00		40%	33.60	84.00		40%	33.36
Frame Work	84.00				84.00			
Seats-Cross								
Coverings	295.27		40%	118.11	296.27		40%	118.11
Upholstery	776.07		20%	155.34	966.07		20%	193.34
Motors (96-Gain)	966.07		20%	193.34	966.67		20%	193.34
Hand Brake	68.07		20%	10.67	68.07		20%	10.27
Side Sheeting - Armature	88.07		20%	17.28	88.07		20%	17.28
Floor Body - Wood	73.68		40%	48.08	73.08		70%	51.72
Floor Body - Covering (Rubberoid)	21.14		20%	7.22				
Floor Platform Wood	28.52		20%	10.05	80.00		40%	11.40
Floor Platform Covering (Rubberoid)	13.25		20%	2.90				
Curtains - Side	266.00		20%	120.00	266.00	2 @ $8. = $6.00	20%	123.80
Fenders	73.38		10%	7.35	73.38		10%	7.38
Floor Linoleum	266.07		20%	38.75	266.07		20%	38.75
Vestibule	26.07				26.07			
Curtains	24.00		70%	16.80	24.00		70%	16.80
Windshield Wipers	9.38		10%	.38	9.38		10%	.38
Heaters	80.00		70%	60.00	80.00		70%	60.00
Miscellaneous Surfaces	200.00				200.00			

Exhibit 10.

(Continued)

ESTIMATED ORIGINAL COST AND DEPRECIATED VALUE OF [redacted] GAS CORP.

(As) 1-0 FOR EXAMINATION OF ORIGINAL COST. DATE EXAMINED [redacted]

Item	Oct 31, 1937 Estimated Orig.Cost	Oct 31, 1937 Replacements Required and Cost	Oct 31, 1937 % of Deprec. On Balance	Oct 31, 1937 Amount of Deprec.	Oct 31, [redacted] Estimated Orig.Cost	Oct 31, [redacted] Replacements Required and Cost	Oct 31, [redacted] % of Deprec. On Balance	Oct 31, [redacted] Amount of Deprec.
GAS STORAGE								
Control Valves	$ 10.00				$ 10.00			
Meters	450.00		20%	$ 140.00	450.00		20%	$ 140.00
Meters - Service	300.00		30%	90.00	300.00		30%	90.00
Meters - Farm								
Regulators - Service	275.00		15%	10.00	245.00		14%	37.00
Regulators - Farm								
Pressure Gauges	200.00		20%	40.00	200.00		20%	40.00
Pressure Recorders	30.00		10%	(3.00)	30.00		10%	3.00
Purifiers - Chemical	60.00		40%	24.00	60.00		40%	24.00
Purifiers - Coil	30.00		20%	6.00	30.00		20%	6.00
Trunk - Laterals	300.00		20%	60.00	300.00		20%	60.00
Mains Services	500.00		10%	50.00	500.00		10%	50.00
Mains Adjusters	20.00		20%	4.00	20.00		20%	4.00
Regulators								
Pipe								
Meter Stops	11.70		30%	3.50	11.70		30%	3.50
Well Holes Shaft & Timbers	25.00		30%	15.00	25.00		30%	15.00
STORAGE EQUIPMENT								
Indicating Apparatus	3.00		30%	.90	3.00		30%	.90
Purifiers 30-40	30.00		5%	1.50	30.00		5%	1.50
Superstructure	400.00		5%	20.00	400.00		5%	20.00
Lime Breaker	100.00		40%	20.00	100.00		40%	20.00
Shovels Tongues	30.00		5%	1.50	30.00		5%	1.50
Barrelling	300.00		30%	60.00	300.00		30%	60.00
Valves								
[redacted]	[redacted]				[redacted]			
[redacted]	[redacted]				[redacted]			
[redacted]	[redacted]				[redacted]			

Item	Oct 31, 1937 Estimated Orig.Cost	Oct 31, 1937 Replacements Required and Cost	Oct 31, 1937 % of Deprec. On Balance	Oct 31, 1937 Amount of Deprec.	Oct 31, [redacted] Estimated Orig.Cost	Oct 31, [redacted] Replacements Required and Cost	Oct 31, [redacted] % of Deprec. On Balance	Oct 31, [redacted] Amount of Deprec.
[redacted] - Water								
[redacted]	$ 50.00		20%	$ 10.00	$ 50.00		20%	$ 10.00
[redacted]	300.00		20%	60.00	300.00		20%	60.00
[redacted]	1500.00		10%	150.00	1500.00		10%	150.00
[redacted]	40.00		20%	8.00	40.00		20%	8.00
[redacted]	150.00		20%	30.00	150.00		20%	30.00
[redacted]	600.00		20%	120.00	600.00		20%	120.00
[redacted]	200.00		20%	40.00	200.00		20%	40.00
[redacted]	150.00		20%	30.00	150.00		20%	30.00
[redacted]								
Gauges	5.00		20%	.00	5.00		20%	.00
Reducer Valve & Weight	70.00		20%	14.00	[redacted]		20%	14.00
Governor	30.00		5%	1.50	30.00		5%	1.50
Piping	100.00		20%	140.00	100.00		20%	100.00
Compressor	300.00		20%	150.00	300.00		20%	300.00
Pressure Valve 2-2	5.00		20%	1.00	5.00		20%	1.00
Gauge Valves	7.00		20%	1.10	7.00		20%	1.10
[redacted] Tanks	60.00		20%	24.00	60.00		20%	24.00
Brine Cylinder	30.00		20%	6.00	30.00		20%	15.00
Chlorine	5.00		20%	1.00	5.00		20%	1.00
Miscellaneous	200.00				200.00			
Estimated Tot. Orig. Cost:	$ 10,000.00	$ 5.00		$4,000.00	$10,000.00	$ 14.00		$4,000.00
Reductions	4,011.19				4,000.19			
Present Estl. Deprec. Value	11,988.07				10,994.00			
If Obsolescence is Considered Use in Both Columns	$ 6,000.00				$ 6,000.00			

914

Exhibit 10.

915

Exhibit 10.

REVISED ORIGINAL COST AND DEPRECIATED VALUE OF [illegible]

(See 1-2 FOR EXPLANATION OF ORIGINAL COST. DATE FILMED: [illegible]

Item	CAR NO. 1000 Estimated Orig.Cost	CAR NO. 1000 Replacements Required and Cost	CAR NO. 1000 % of Deprec. Of Balance	CAR NO. 1000 Amount of Reserve	CAR NO. Estimated Orig.Cost	CAR NO. Replacements Required and Cost	CAR NO. % of Deprec. Of Balance	CAR NO. Amount of Reserve
CAR BODY - Exterior:								
Trolley Wheel	$ 4.00		[illegible]	$ 1.00				
Trolley Rod	4.00							
Trolley Pole	16.00							
Trolley Base	60.00		10%	10.00				
Trolley Base Boards	8.00		10%	1.00				
Roof and Canvas	315.00	Canvas & Paint $4.00						
Ventilators Deck Grill	140.00		[illegible]	[illegible]				
Letter Board	40.00		[illegible]	15.00				
Letter Rail								
Posts - Body	240.00		[illegible]	140.00				
Posts - Corner Body	104.00		[illegible]	[illegible]				
Posts - Vestibule Corner	80.00		[illegible]	[illegible]				
Posts - Vestibule Center	64.00		[illegible]	10.00				
Sash - Upper	Wood & Tool							
Sash - Lower	[illegible]		[illegible]	144.00				
Sash - Vestibule	80.00		[illegible]	11.00				
Rail Rail	60.00		[illegible]	[illegible]				
Side Sheeting	170.00		[illegible]	[illegible]				
Vestibule Sheeting	40.00		[illegible]	12.00				
Doors	200.00		[illegible]	120.00				
Underframing	400.00		[illegible]	[illegible]				
Steps	80.00		[illegible]	0.00				
Vestibule	80.00		[illegible]	0.00				
Footgate	60.00		[illegible]	[illegible]				
Trolley Catchers	80.00		[illegible]	0.00				
Roof Steps	8.00							
Grab Handles								
Destination Signs-Iron								
Fenders	[illegible]		[illegible]	[illegible]				
Floor Underparts	[illegible]		[illegible]	[illegible]				
Body Interior	[illegible]		[illegible]	[illegible]				
Body Exterior	[illegible]							

Item	Estimated Orig.Cost	Replacements Required and Cost	% of Deprec. Of Balance	Amount of Reserve	Estimated Orig.Cost	Replacements Required and Cost	% of Deprec. Of Balance	Amount of Reserve
CAR BODY - Interior:								
Platforms & Aprons	$ [illegible]		[illegible]	$ [illegible]				
Corner Shelves and Spaces	[illegible]		[illegible]	[illegible]				
Illumination Fixtures-Side	[illegible]		[illegible]	[illegible]				
Illumination Fixtures-End	[illegible]		[illegible]	[illegible]				
Head Linings and Fittings	[illegible]		[illegible]	19.04				
Interior Trim	[illegible]		10%	[illegible]				
Glass	[illegible]							
Partitions)								
Covering	[illegible]		[illegible]	[illegible]				
Frame Work	[illegible]							
Seats-Cross								
Covering	[illegible]		[illegible]	[illegible]				
Mechanism	[illegible]		[illegible]	[illegible]				
Heaters (Re-Sold)	[illegible]		[illegible]	[illegible]				
Dust Boxes	[illegible]		[illegible]	[illegible]				
Side Sheeting - Agasote	[illegible]		[illegible]	[illegible]				
Floor Body - Sand	[illegible]		[illegible]	[illegible]				
Floor Body - Covering								
Floor Platform Wood	[illegible]		[illegible]	[illegible]				
Floor Platform Covering								
Curtains - Side	[illegible]	3 @ [illegible] = [illegible]	[illegible]	[illegible]				
Drapers	[illegible]		[illegible]	[illegible]				
Door Mechanism	[illegible]		[illegible]	[illegible]				
Transoms	[illegible]							
Other	[illegible]		[illegible]	[illegible]				
Windshield Wipers	[illegible]		[illegible]	[illegible]				
Registers	[illegible]		[illegible]	[illegible]				
Miscellaneous Hardware	[illegible]							

Exhibit 10.

916

Exhibit 10.

916

(Continued) DEPRECIATED ORIGINAL COST AND DEPRECIATED VALUE OF FRONT CARS

(See 1-3 FOR EXPLANATION OF ORIGINAL COST. DATE EXAMINED MARCH 11, 1957

Item	CAR NO. 1998 Estimated Orig.Cost	Replacements Required and Cost	% of Depree. On Balance	Amount of Depree.	CAR NO. Estimated Orig.Cost	Replacements Required and Cost	% of Depree. On Balance	Amount of Depree.
CAR TRUCK								
Center Plates	$ 20.00							
Frame	450.00		40%	$ 180.00				
Axles - Driving	180.97		40%	80.84				
Axles - Pony								
Wheels - Driving	800.00		70%	560.00				
Wheels - Pony								
Journal Boxes	120.97		40%	48.37				
Journal Bearings	20.00		70%	4.00				
Springs - Elliptic	80.00		40%	32.00				
Springs - Coil	10.97		40%	4.38				
Truck - Bolster	320.97		40%	28.37				
Brake Gearing	2000.00		40%	120.00				
Slack Adjuster	50.00		40%	10.00				
Turnbuckles								
Nuts								
Brake Shoes	11.75		80%	9.97				
Hand Brake Staff & Bearing	50.00		80%	10.00				
ELECTRIC EQUIPMENT								
Lightning Arrester	0.00		30%	.00				
Switches [illegible]	50.00		2%	1.00				
Contactors	400.00		2%	24.00				
Line Breaker	200.97		40%	80.37				
Circuit Breaker	50.00		2%	1.00				
[illegible]	[illegible]		[illegible]	[illegible]				

Item	CAR NO. 1999 Estimated Orig.Cost	Replacements Required and Cost	% of Depree. On Balance	Amount of Depree.	CAR NO. Estimated Orig.Cost	Replacements Required and Cost	% of Depree. On Balance	Amount of Depree.
ELECTRIC EQUIPMENT - cont.								
Overload Protection	$ 50.97		40%	$ 20.38				
Cable Terminal	200.97		40%	80.38				
Motors	2000.97		40%	1200.00				
Fixtures	60.00		40%	24.00				
Gear Cases	197.00		40%	78.97				
Motor Trucks	600.00		40%	240.00				
Cables	200.00		40%	80.00				
Car Wiring	250.00		40%	99.97				
AIR EQUIPMENT								
Gauges	0.00		10%	.00				
Restrict Valve & Cocks	40.00		40%	16.00				
Governor	80.00		2%	1.20				
Fitting	160.00		40%	120.00				
Compressor	600.00		40%	240.00				
Emergency Valve E-2	5.97		20%	1.00				
Brake Valves	7.00		10%	1.10				
Air Tanks	80.00		40%	40.00				
Brake Cylinder	30.00		40%	12.00				
Whistle	0.00		10%	1.00				
Miscellaneous	200.00							
Estimated Tot. Orig. Cost:	$12,214.00	$ 17.0		$4,240.04				
Deductions	4,000.00							
Present Estl. Depree. Value	$12,000.00							
If Obsolescence is Considered Use in Parts subsequent	$ 4,000.00							

Exhibit 10.

Exhibit 10.

DETAIL SHEET

Car No. 8810 Year Built 1910 Date of Inspection March 30, 1927

Body Builder Osgood-Bradley Car Company At Derby, Connecticut

Truck Builder ~~Gen-Se-Ve~~

Motor Manufacturer Westinghouse

No. of Motors 2 Type 306 H.P. 40

Controllers - No. 2 Type K-10-A

Air Equipment Compressor - Westinghouse Make Westinghouse - Westinghouse Type HB-14 B-2

Safety Appliances Sturgis Pull Safety Devices

Seating Capacity 56

Type Seats Wood - Transverse

Weight of Car 19,600

GENERAL DIMENSIONS

Length over all including bumpers	32' - 1"
Length over vestibule sheathing	27' - 6"
Length of each platform over vestibule sheathing	
Length over body corner posts	21' - 8"
Length of Transverse seats	38"
Length of wheel base of truck	8' - 1"
Width over bumpers	8' - 1"
Width over posts	7' - 6½"
Width over drip rail (extreme)	7' - 8½"
Height from rail to top of floor	38"
Height from floor to top of window rail	24½"
Height from rail to top of roof	10' - 1"
Height from rail to top of trolley boards	12' - 8½" (Over base 11' - 0")
Post centers	2' - 7"
Seat Centers	28½"
Truck centers	
Gauge of truck	4' - 8½"
Diameter of wheels	34"
Height - Floor to Headlining	7' - 8½"

Original Cost

Total - $8,988.00

Exhibit 10. 920

DETAIL SHEET

Car No. 8810 Year Built 1910 Date of Inspection March 30, 1927

Body Builder Osgood-Bradley Car Company At Derby, Connecticut

Truck Builder ~~Gen-Se-Ve~~

Motor Manufacturer Westinghouse

No. of Motors 2 Type 306 H.P. 40

Controllers - No. 2 Type K-10-A

Air Equipment Compressor - Westinghouse Make Westinghouse - Westinghouse Type HB-14 B-2

Safety Appliances Sturgis Pull Safety Devices

Seating Capacity 56

Type Seats Wood - Transverse

Weight of Car 19,600

GENERAL DIMENSIONS

Length over all including bumpers	32' - 1"
Length over vestibule sheathing	27' - 6"
Length of each platform over vestibule sheathing	
Length over body corner posts	21' - 8"
Length of Transverse seats	38"
Length of wheel base of truck	8' - 1"
Width over bumpers	8' - 1"
Width over posts	7' - 6½"
Width over drip rail (extreme)	7' - 8½"
Height from rail to top of floor	38"
Height from floor to top of window rail	24½"
Height from rail to top of roof	10' - 1"
Height from rail to top of trolley boards	12' - 8½" (Over base 11' - 0")
Post centers	2' - 7"
Seat Centers	28½"
Truck centers	
Gauge of truck	4' - 8½"
Diameter of wheels	34"
Height - Floor to Headlining	7' - 8½"

Original Cost

Total - $8,988.00

Exhibit 10. 921

ESTIMATED ORIGINAL COST AND DEPRECIATED VALUE OF [redacted]

Item 30 , FOR EXPLANATION OF ORIGINAL COST. DATE EXAMINED March 30, 1927

Item	Car No. 8810 Estimated Orig. Cost	Car No. 8810 Replacements Required and Cost	Car No. 8810 % of Depree. On Balance	Car No. 8810 Amount of Depree.	Car No. 8818 Estimated Orig. Cost	Car No. 8818 Replacements Required and Cost	Car No. 8818 % of Depree. On Balance	Car No. 8818 Amount of Depree.
CAR BODY - OUTSIDE								
Trolley Wheel	$ 8.65		30%	$ .26	$ 8.65		30%	$ .26
Trolley Harp	8.72				8.72			
Trolley Pole	18.60				18.60			
Trolley Base	31.00		15%	4.73	31.00		15%	4.73
Trolley Base Supports	6.00		15%	.90	6.00		15%	.90
Roof and Canvas	197.00	Remove & Paint $7.00			197.00	Remove & Paint $7.00		
Ventilators Hood Hasp	45.00		20%	10.00	45.00		20%	10.00
Letter Board	36.00		20%	10.40	36.00		20%	8.00
Inter Rail (Steel)	18.75		20%	3.12	18.75		20%	3.12
Posts - Body	168.80		20%	38.75	193.00		20%	38.75
Posts - Corner Body	75.00		20%	20.84	75.00		20%	20.84
Posts - Vestibule Corner	65.00		20%	13.00	65.09		20%	13.60
Posts - Vestibule Corner	37.20		20%	7.28	37.20		20%	7.28
Sash - Upper	38.00	4 @ 28.00 = $12.00	20%	26.00	38.00	4 @ 28.00 = $12.00	20%	26.00
Sash - Lower	84.00	3 @ 28.00 = $24.00	20%	60.00	84.00	3 @ 28.00 = $24.00	20%	36.00
Sash - Vestibule	30.48		20%	10.27	30.48	2 @ 28.00 = @ 7.00	20%	13.19
Belt Rail	21.00		20%	4.20	21.00		20%	4.20
Side Sheeting	70.27	2 Pcs. @ 27.00 = $18.00	20%	21.17	70.27	1 Pcs. = 27.00	20%	18.00
Vestibule Sheeting	18.06		40%	7.22	18.06		20%	3.62
Doors	60.20		20%	12.10	61.00		20%	12.10
Underframing	308.73		20%	27.60	308.73		20%	27.60
Steps (Iron) & Platforms	38.75		20%	6.75	38.75		20%	6.75
Headlights	26.00		20%	5.20	26.00		20%	5.20
Fenders 2D	20.00		20%	10.00	20.00		20%	10.00
Trolley Catchers	38.90		20%	8.78	38.90		20%	8.78
Roof Steps	8.30				8.30			
Sash Handles								
Destination Signs-Iron								
Painting	300.00		20%	20.00	300.00		20%	20.00
Final Undercoating	20.07		20%	20.00	20.07		20%	20.00
Lining								
Lettering								

Item	Car No. 8820 Estimated Orig. Cost	Car No. 8820 Replacements Required and Cost	Car No. 8820 % of Depree. On Balance	Car No. 8820 Amount of Depree.	Car No. 8824 Estimated Orig. Cost	Car No. 8824 Replacements Required and Cost	Car No. 8824 % of Depree. On Balance	Car No. 8824 Amount of Depree.
CAR BODY - INSIDE								
Ventilators - Complete								
Lights-Reflects and Globes	$ 33.63		10%	$ 3.36	$ 33.63		10%	$ 3.36
Illumination Glass-Side								
Illumination Glass-End	118.88		20%	20.00	118.88		20%	20.00
Hand Straps and Fixtures								
Interior Trim	197.00		20%	40.00	197.00		20%	40.00
Glass	70.00				70.00			
Seats-Transverse, Mid Reversing Including Transom Operator's	95.00		20%	18.66	95.00		20%	8.72
Seats-Cross - Reversing (Front) and Stationary	297.00		20%	147.00	297.00		20%	73.00
Shelves 12	100.00		20%	20.00	100.00		20%	20.00
Fuel Boxes	36.38		20%	7.26	36.38		20%	7.26
Side Sheeting - Aprons	21.00				21.00			
Floor Body - Wood								
Floor Body - Covering Including	18.44		20%	3.74	18.44		20%	18.10
Floor Platform Roof								
Floor Platform Covering								
Curtains - Side	108.30		20%	24.00	109.00		20%	24.00
Hangers	47.88		10%	4.72	47.88		10%	4.72
Door Mechanism Including engines	198.00		20%	20.00	198.00		20%	20.40
Sheathing	16.80				16.80			
Hangs	18.00		10%	11.24	18.00		20%	11.24
Windshield Wipers	7.28		10%	.74	7.28		10%	.74
Registers	68.00		20%	40.00	68.00		20%	40.00
Miscellaneous Hardware	108.00				108.00			

(Continued) ESTIMATED ORIGINAL COST AND DEPRECIATED VALUE OF [illegible]

(See 10 FOR EXPLANATION OF ORIGINAL COST. DATE APPRAISAL March 30, 1930

Item	Car No. 8830 Estimated Orig. Cost	Replacements Required and Cost	% of Depree. On Balance	Amount of Depree.	Car No. 8831 Estimated Orig. Cost	Replacements Required and Cost	% of Depree. On Balance	Amount of Depree.
CAR PARTS								
Center Plates								
Frame	$ 140.00		60%	$ 84.00	$ 140.00		60%	$ 84.00
Axles - Driving	65.00		60%	39.00	65.00		60%	39.00
Axles - Pony								
Wheels - Driving	100.00		10%	10.00	100.00		10%	10.00
Wheels - Pony								
Journal Boxes	80.00		80%	80.00	80.00		80%	80.00
Journal Bearings	8.00		10%	1.00	8.00		10%	1.00
Springs - Elliptic (4)	23.00		60%	13.00	23.00		80%	8.00
Springs - Coil (16)	11.00		40%	4.40	11.00		40%	4.40
Truck - Bolster								
Brake Rigging	60.00		80%	48.00	60.00		80%	48.00
Slack Adjusters								
Turnbuckles								
Nuts	10.00		80%	8.00	10.00		80%	8.00
Brake Shoes	8.00		80%	1.60	8.00		80%	1.60
Hand Brake Staff & Ratchet	21.00		70%	15.00	21.00		70%	15.00
ELECTRIC EQUIPMENT								
Lightning Arrester	6.75		10%	.67	6.75		10%	.67
Brushes Removed	8.10		70%	.80	8.10		80%	.80
Connectors	900.00		80%	91.00	900.00		80%	91.00
Lamp Receptor								
Circuit Breaker	25.00		20%	5.00	25.00		20%	5.00
Resistors	35.00		20%	7.00	35.00		20%	7.00
Wiring								

Item	Car No. 8830 Estimated Orig. Cost	Replacements Required and Cost	% of Depree. On Balance	Amount of Depree.	Car No. 8831 Estimated Orig. Cost	Replacements Required and Cost	% of Depree. On Balance	Amount of Depree.
ELECTRIC EQUIPMENT - Cont.								
Armature Bearings	$ 70.00		80%	$ 9.04	$ 90.00		80%	$ 8.04
Axle Bearings	81.00		80%	4.80	81.00		80%	4.80
Gears	70.00		60%	44.10	70.00		60%	44.10
Pinions	18.00		70%	9.40	18.00		70%	9.40
Gear Cases	90.00		80%	18.72	90.00		80%	18.72
Motor Cases	810.00		80%	48.00	810.00		80%	48.00
Cables	78.72		80%	15.00	78.72		80%	15.00
Car Wiring	65.00		80%	13.00	65.00		80%	13.00
AIR EQUIPMENT								
Gauges	6.50		10%	.65	6.50		10%	.65
Engineer Valve A Shells M-22	84.00		80%	16.80	84.00		80%	16.80
Governor	10.00		4%	.20	10.00		4%	.20
Piping	88.00		72%	64.24	88.00		50%	44.00
Compressor	900.00		40%	130.40	900.00		90%	116.00
Reservoir Valve Body K	12.72		10%	2.56	12.72		10%	2.56
Feeder Valves								
Air Tanks	30.00		80%	23.13	30.00		70%	20.72
Brake Cylinder	26.00		60%	13.13	26.00		80%	17.06
Whistles								
Miscellaneous	70.72				70.72			
relay valve	10.00		10%	1.00	10.00		10%	1.00
quick release valve	10.00		10%	1.00	10.00		10%	1.00
ion valves	10.72		80%	2.12	10.72		80%	2.10
Estimated Tot. Orig. Cost:	$8,210.00	$40.00		$1,797.04	$8,210.00	$40.00		$1,861.00
Deductions	1,834.00				1,710.00			
Present Esti. Depres. Value	$4,081.37				$4,807.00			
If Obsolescence is Considered Use in Cents comprehensive	$8,800.00				$8,800.00			

Exhibit 10.

Exhibit 10.

DETAIL SHEET

Car No. 2517 Year Built 1926 Date of Inspection March 10, 1927

Body Builder Osgood-Bradley Car Company At Derby, Connecticut

Truck Builder OBC-GE-84

Motor Manufacturer Westinghouse

No. of Motors 4 Type 306 H.P. 35

Controllers - No. 2 Type B-10-C

Air Equipment Compressor - Westinghouse Make Westinghouse - Westinghouse Type HB-14 B-4

Safety Appliances Sipper Pull Safety Devices

Seating Capacity 32

Type Seats Wood - Transverse

Weight of Car 47,600

GENERAL DIMENSIONS

Length over all bumping bumpers	59' - 1"
Length over vestibule sheathing	57' - 6"
Length of each platform over vestibule sheathing	
Length over body corner posts	51' - 3"
Length of Transverse seats	32"
Length of wheel base of truck	8' - 1"
Width over bumpers	8' - 1"
Width over posts	7' - 9½"
Width over drip rail (extreme)	7' - 9½"
Height from rail to top of floor	22"
Height from floor to top of window post	24½"
Height from rail to top of roof	10' - 1"
Height from rail to top of vestibule hatches	10' - 6½" (Floor Beams 11' - 0")
Clear vestibule	6' - 3"
Clear platform	wide
Clear step opening	wide

Original Cost

Total - $8,985.05

Item	Estimated Unit Cost	Unit 25th 1927 Replacements Required and Cost	% of Depreciation Per Estimate	Amount of Depreciation	Estimated Unit Cost	Unit 25th Replacements Required and Cost	% of Depreciation Per Estimate	Amount Depreciation
CAR BODY - EXTERIOR								
Vestibules	$ 75.00		20%	$ 15.00				
Platforms	3.00							
Trolley Pole	10.00							
Trolley Base	21.00		10%	2.10				
Trolley Base Boards	2.00		10%	.20				
Roof and Canvas	100.00	Canvas & Paint $7.00						
Ventilators Ends Trim	40.00		40%	16.00				
Letter Board	25.00		20%	5.00				
Water Rail (Steel)	10.00		10%	1.00				
Posts - Body	140.00		30%	42.14				
Posts - Corner Body	75.00		40%	30.00				
Posts - Vestibule Corner	50.00		20%	10.00				
Posts - Vestibule Center	30.00		30%	11.24				
Sash - Upper	80.00	2 @ $5.00 & $10.00	20%	16.00				
Sash - Lower	80.00	2 @ $5.00 = $10.00	20%	16.00				
Sash - Vestibule	25.00		20%	5.00				
Belt Rail	25.00		20%	5.00				
Side Sheathing	75.00	2 Sheets @ $7.00	20%	20.00				
Vestibule Sheathing	10.00		20%	2.00				
Dasher	40.00		20%	8.00				
Underframing	140.00		20%	21.00				
Steps (Total & Platform	10.00		20%	2.00				
Headlights	25.00		20%	5.00				
Fenders MB	50.00		20%	10.00				
Trolley Catchers	10.00		20%	2.00				
Roof Hoops	5.00							
Grab Handles								
Destination Signs-Iron								
Painting	120.00		20%	24.00				
Floor Underneath	25.00		20%	21.00				
Body Exterior								
Body Bumpers	25.00		20%	25.00				
Window Guards	25.00		20%	7.10				

Exhibit 10.

Exhibit 10.

(Continued)

REVISED ORIGINAL COST AND DEPRECIATED VALUE OF [illegible] CAR

(Due to [illegible] FOR EXPLANATION OF ORIGINAL COST. DATE EXAMINED March 15, 1927

Item	CAR NO. [illegible] Estimated Orig.Cost	Replacements Required and Cost	% of Deprec. on Balance	Amount of Deprec.	CAR NO. Estimated Orig.Cost	Replacements Required and Cost	% of Deprec. on Balance	Amount of Deprec.
CAR BODY - [illegible]								
Platforms - Ammonia								
Timber-Sheathing and Lining	$ 31.00		30%	$ 1.10				
Underframe, Steel-Cast								
Underframe, Steel-Rol	130.00		60%	48.00				
Roof Stakes and Fittings								
Interior Trim	187.00		10%	20.00				
Glass	23.00							
Refrigerating Rod								
Cleaning Building								
Steam-Heat Repairs	38.00		40%	10.44				
Sash-Cross								
Sheathing (Steel) and Insulation	287.00		40%	147.00				
Battery 12	300.00		10%	30.00				
Roof Boards	28.00		20%	7.00				
Side Sheathing - Ammonia	21.00							
Floor Body - Steel								
Floor Body - Composite	28.44		40%	8.00				
Floor Platform Steel								
Floor Platform Composite								
Curtains - Side	100.00		25%	25.75				
Battery	47.00		10%	4.70				
Door Mechanism-Including replacer	200.00		20%	60.00				
Underframe	34.00							
Hinges	35.00		20%	11.24				
Platforms Others	7.00		20%	1.4				
Fasteners	65.00		70%	47.00				
Miscellaneous Fasteners	200.00							

Item	CAR NO. [illegible] Estimated Orig.Cost	Replacements Required and Cost	% of Deprec. on Balance	Amount of Deprec.	CAR NO. Estimated Orig.Cost	Replacements Required and Cost	% of Deprec. on Balance	Amount of Deprec.
CAR TRUCK								
Center Plates								
Truck	$ 140.00		20%	$ 24.00				
Axles - Driving	60.00		20%	20.00				
Axles - Pony								
Wheels - Driving	170.00		10%	10.00				
Wheels - Pony								
Journal Boxes	80.00		20%	10.12				
Journal Bearings	8.00		10%	1.00				
Springs - Elliptic (4)	21.00		10%	2.10				
Springs - Coil (24)	11.00		20%	2.20				
Truck - Bolster								
Brake Rigging	68.22		40%	27.30				
Float Adjusters								
Turnbuckles								
Brake Beam	10.00		20%	2.10				
Brake Shoes	3.07		20%	1.72				
Total Brake Joint & Rigging	31.00		75%	23.25				
ELECTRIC EQUIPMENT								
Lightning Arrester	4.75		10%	.47				
Switches (Control)	3.10		20%	.620				
Controllers	1385.00		20%	81.00				
Line Breaker								
Circuit Breaker	21.00		5%	1.10				
Rheostats	21.00		20%	4.20				
Motors								
Armature	287.00							
Fields	175.00							
Brushholders	25.00							
Commutators	84.00		40%	27.20				

Exhibit 10.

Exhibit 10.

(Continued) ESTIMATED ORIGINAL COST AND DEPRECIATED VALUE OF ROUNDY CAR

(See 20 FOR EXPLANATION OF ORIGINAL COST. DATE EXAMINED March 10, 1927

Item	CAR NO. 8819 Estimated Orig. Cost	Replacements Required and Cost	% of Deprec. on Balance	Amount of Deprec.	CAR NO. Estimated Orig. Cost	Replacements Required and Cost	% of Deprec. on Balance	Amount of Depreciation
ELECTRIC EQUIPMENT - Cont.								
Armature Bearings	$ 75.00		80%	$ 6.04				
Axle Bearings	37.00		80%	4.80				
Brush	75.00		80%	44.10				
Pinions	10.00		75%	9.48				
Gear Cases	60.00		30%	35.79				
Motor Cases	250.00		80%	48.00				
Cables	75.00		80%	32.48				
Car Wiring	60.00		80%	14.40				
AIR EQUIPMENT								
Gauges	6.00		30%	.80				
Engineer Valve A Brake H-28	24.00		80%	14.00				
Governor	10.00		8%	.80				
Fittings	60.00		80%	44.00				
Compressor	300.00		80%	220.10				
Recovery Valve-Cock K	12.75		10%	2.04				
Reader Valves								
Air Tanks	30.00		80%	21.60				
Brake Cylinder	20.00		80%	14.00				
Whistles								
Miscellaneous	75.00							
Relief Valve	.60		10%	.06				
Quick Release Valve	20.00		10%	1.00				
Air Valves	30.00		80%	2.10				
[illegible]	[illegible]	[illegible]		[illegible]				
[illegible]	[illegible]							

Exhibit 10.

Date Built [illegible] Date of Inspection March 10, 1927

Owner Roundy, Thompson & Co.

Builder Manufacturer Westinghouse

No. of Motors 2 Type 306 A H.P. 25

Controllers - No. 2 Type K-35

Air Equipment Compressor - Governor Make Westinghouse - Westinghouse Type HB-14 S-4

Safety Appliances Miscellaneous Safety Devices

Seating Capacity 32

Type Seats Wood - Transverse

Weight of Car 16,800

GENERAL DIMENSIONS

Length over all including bumpers	32' - 1"
Length over vestibule sheathing	27' - 6"
Length of each platform over vestibule sheathing	
Length over body corner posts	21' - 5"
Length of Transverse seats	28"
Length of wheel base of truck	8' - 1"
Width over bumpers	8' - 1"
Width over posts	7' - 8½"
Width over drip rail (extreme)	7' - 9½"
Height from rail to top of floor	28"
Height from floor to top of window rost	24½"
Height from rail to top of roof	10' - 1"
Height from rail to top of trolley boards	10' - 4½" (Over base 11' - 0")
Post centers	2' - 3"
Seat Centers	28½"
Truck centers	
Gauge of track	4' - 8½"
Diameter of wheels	28"
Height - Floor to Headlining	7' - 2½"

Original Cost

Total - $5,765.

Exhibit 10.

DETAIL SHEET

Car No. 2563 Year Built 1922 Date of Inspection March 11, 1927

Body Builder Wason Mfg. Co. At Derby, Connecticut

Truck Builder Brill 79-E

Motor Manufacturer Westinghouse

No. of Motors 2 Type 558-A H.P. 38

Controllers - No. 2 Type 12-K3

Air Equipment Compressor - Governor Make Westinghouse - Westinghouse Type 3D-14 D-6

Safety Appliances Sliver Pull Safety Devices

Seating Capacity 38

Type Seats Reed - Transverse

Weight of Car 16,800

GENERAL DIMENSIONS

Length over all including bumpers	39' - 1"
Length over vestibule sheathing	27' - 8"
Length of each platform over vestibule sheathing	
Length over body corner posts	21' - 8"
Length of Transverse seats	22"
Length of wheel base of truck	8' - 1"
Width over bumpers	8' - 1"
Width over posts	7' - 8½"
Width over drip rail (outside)	7' - 9½"
Height from rail to top of floor	22"
Height from floor to top of window rail	24½"
Height from rail to top of roof	10' - 1"
Height from rail to top of trolley boards	10' - 8½" (Over Base 11' - 0")
Truck centers	5' - 8"
Arch clearance	9½"
Wheel clearance	
Height of frame	2' - 2½"

Original Cost

Total - $8,745.

Exhibit 10.

208

Item	Unit Price 1922 Replacement Cost	Unit Price 1922 Replacement Required and Cost	% of Reproduction Value	Amount of Reserve	Unit Price 1926 Replacement Cost	Unit Price 1926 Replacement Required and Cost	% of Reproduction Value	Amount of Reserve
Sub Base - Platform								
Trolley Wheel	$ 8.00		20%	$ .80	$ 8.00		20%	$ .80
Trolley Base	8.00				8.00			
Trolley Pole	18.00				18.00			
Trolley Base	20.00		18%	4.20	20.00		18%	4.20
Trolley Base Boards	4.00		18%	.80	4.00		18%	.80
Roof and Canvas	150.00	2 Yds.Canvas $16.00 Labor $7.			150.00	Canvas & Paint $7.00.		
Ventilators Comb. Base	40.00		40%	16.00	40.00		40%	16.00
Letter Board	24.76		30%	4.80	24.76		30%	7.40
Letter Rail (Steel)	10.00		30%	1.50	10.00		30%	3.00
Posts - Body	104.00		30%	31.20	104.00		30%	31.20
Posts - Corner Body	72.00		40%	28.80	72.00		40%	28.80
Posts - Vestibule Corner	60.00		30%	18.00	60.00	1 @ $10.00	30%	9.00
Posts - Vestibule Center	36.00		30%	7.20	36.00		30%	7.20
Sash - Upper	36.00	4 @ $5.00 = $10.00	30%	11.00	84.00		30%	25.40
Sash - Lower	80.00	4 @ $5.00 = $20.00	30%	30.00	80.00		30%	48.00
Sash - Vestibule	32.00		40%	12.80	32.00	6 @ $5.20 = $31.00		
Roll Rail	20.00		20%	4.00	20.00		20%	4.00
Side Sheeting	67.81		20%	13.56	67.81	1 Sect. @ $10.00	40%	24.40
Vestibule Sheeting	17.50	1 Sect. @ $10.00	20%	2.15	17.50		40%	6.50
Doors	88.00		30%	11.60	88.00		30%	11.60
Underframe	138.00		30%	93.40	138.00		70%	116.20
Steps (Iron) & Mechanism	15.00		30%	4.50	15.00		30%	4.50
Handrails	25.00		30%	5.00	25.00		30%	5.00
Fenders XX	50.00		30%	10.00	50.00		30%	10.00
Trolley Catchers	18.00		30%	3.60	18.00		30%	4.50
Roof Grips	3.00				6.00			
Door Handles								
Destination Signs-Iron								
Lighting	120.00		30%	24.00	120.00		30%	24.00
Wiring Underneath	32.14		40%	12.86	32.14		75%	24.12
Duty Selector								
Lady Jumpers	30.00		30%	20.00	30.00			
Window Guards	34.20		30%	6.84	34.20		30%	6.84

(Continued) ESTIMATED ORIGINAL COST AND DEPRECIATED VALUE OF SHERIFF CARS

(See Ex. 47 FOR EXPLANATION OF ORIGINAL COST. DATE EXAMINED March 10 & 11, 1957

Item	Car No. 8861 Estimated Orig. Cost	Car No. 8861 Replacements Required and Cost	Car No. 8861 % of Depree. on Balance	Car No. 8861 Amount of Depree.	Car No. 8848 Estimated Orig. Cost	Car No. 8848 Replacements Required and Cost	Car No. 8848 % of Depree. on Balance	Car No. 8848 Amount of Depree.
Car Body - Sedan								
Upholstery - Leather								
Locks, Handles and Hinges	$ 11.00		30%	$ 1.32	$ 11.00		30%	$ 1.32
Windscreen, Frame-Post								
Windscreen, Glass-Post	300.00		80%	24.00	300.00		80%	24.00
Seat Covers and Fittings								
Interior Trim	100.00		30%	30.00	100.00		30%	30.00
Glass	60.00				60.00			
Body-Miscellaneous Not Otherwise Included								
Headlights, Spotlights, Searchlights, Floodlights	30.00		20%	6.00	30.00		20%	6.00
Body-Other								
Paint (Final) and Varnishing	100.00		20%	20.00	100.00		20%	20.00
Fenders	100.00		20%	20.00	100.00		20%	20.00
Seat Frame	30.00		20%	7.00	30.00		20%	7.00
Side Moldings - Complete	20.00				20.00			
Floor Pads - Rear								
Floor Pads - Driver's Position	10.00		20%	2.00				
Floor Platform Rear								
Floor Platform Driver								
Curtains - Side	300.00		30%	90.00	300.00		30%	90.00
Bumper	20.00		20%	4.00	20.00		20%	4.00
Rear Mudguard Including Carrier	200.00		20%	40.00	200.00		20%	40.00
Fenderlamp	10.00				10.00			
Cowl	10.00		20%	2.00	10.00		20%	2.00
Windshield Wipers	7.00		20%	1.00	7.00		20%	1.00
Insurance	60.00		20%	12.00	60.00		20%	12.00
Miscellaneous Equipment	300.00				300.00			

Item	Car No. 8861 Estimated Orig. Cost	Car No. 8861 Replacements Required and Cost	Car No. 8861 % of Depree. on Balance	Car No. 8861 Amount of Depree.	Car No. 8848 Estimated Orig. Cost	Car No. 8848 Replacements Required and Cost	Car No. 8848 % of Depree. on Balance	Car No. 8848 Amount of Depree.
Car Engine								
Cylinder Blocks								
Pistons	$ 100.00		40%	$ 40.00	$ 100.00		40%	$ 40.00
Valves - Exhaust	60.00		40%	24.00	60.00		40%	24.00
Valves - Inlet								
Wheels - Driving	100.00		30%	30.00	100.00		30%	30.00
Wheels - Front								
Journal Boxes	60.00		40%	24.00	60.00		40%	24.00
Journal Bearings	8.00		20%	1.60	8.00		20%	1.60
Springs - Elliptic (4)	80.00		20%	6.00	80.00		20%	16.00
Springs - Coil (14)	10.00		20%	2.00	10.00		20%	2.00
Truck - Exterior								
Brake Fixtures	80.00		20%	32.00	80.00		20%	32.00
Shock Absorbers					10.00		10%	1.00
Turnbuckles								
Bolts	10.00		20%	2.00				
Brake Shoes	2.00		20%	1.70	2.00		15%	1.70
Hand Brake Shaft & Bearing	25.00		75%	20.00	30.00		75%	22.50
Electric Equipment								
Lightning Arrester	4.00		10%	.40	4.00		10%	.40
Switches (Levers)	2.00		20%	.80	2.00		20%	.80
Controllers	300.00		25%	75.00	300.00		25%	75.00
Line Breaker								
Circuit Breaker	20.00		5%	1.00	20.00		5%	1.00
Receivers	20.00		20%	4.00	20.00		20%	4.00
Motors								
Armature	200.00				200.00			
Fields	164.00				164.00			
Brushholders	84.00				84.00			
Commutators	80.00		50%	40.00	80.00		50%	40.00

Exhibit 10.

Exhibit 10.

(Continued) ESTIMATED ORIGINAL COST AND DEPRECIATED VALUE OF [illegible] CARS

(See 1-E FOR EXPLANATION OF ORIGINAL COST. DATE EXAMINED MARCH 10, & 11, 1927

Item	CAR NO. 2041 Estimated Orig. Cost	Replacements Required and Cost	% of Depreciation Balance	Amount of Depreciation	CAR NO. 2042 Estimated Orig. Cost	Replacements Required and Cost	% of Depreciation Balance	Amount of Depreciation
ELECTRIC EQUIPMENT - Cont.								
Armature Bearings	$ 24.00		20%	$ 4.80	$ 24.00		20%	$ 4.80
Axle Bearings	20.00		20%	4.00	20.00		20%	4.00
Gears	30.00		20%	6.00	30.00		20%	6.00
Pinions	10.00		20%	2.00	10.00		20%	2.00
Gear Cases	80.00		20%	16.00	80.00		20%	16.00
Motor Cases	200.00		20%	40.00	200.00		20%	40.00
Cables	75.00		20%	15.75	75.00		20%	15.75
Car Wiring	80.00		20%	16.00	80.00		20%	16.00
AIR EQUIPMENT								
Gauges	5.00		20%	1.00	5.00		20%	1.00
Engineer Valve A Double E-24	80.00		20%	16.00	80.00		20%	16.00
Governor	10.00		20%	2.00	10.00		20%	2.00
Pistol	20.00		20%	4.00	20.00		20%	4.00
Compressor	200.00		20%	40.00	200.00		20%	40.00
Emergency Valve 4-way E	10.00		20%	2.00	10.00		20%	2.00
Brake Valve								
Air Tanks	24.00		20%	4.80	24.00		20%	4.80
Brake Cylinder	20.00		20%	4.00	20.00		20%	4.00
Fittings								
Miscellaneous	75.00				75.00			
Motor Duty	20.00		20%	4.00	20.00		20%	4.00
[illegible]	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]

No. of Motors 2 Type 228-A R 33

Controllers - No. 2 Type K-28

Air Equipment Compressor - Governor Make Westinghouse - Burtonhorn Type HB-14 B-4

Safety Appliances Brown Pull Safety Devices

Seating Capacity 32

Type Seats Wood - Transverse

Weight of Car 16,800

ORIGINAL DIMENSIONS

Length over all including bumpers	32' - 1"
Length over vestibule sheathing	27' - 0"
Length of each platform over vestibule sheathing	
Length over body corner posts	21' - 8"
Length of transverse seats	22"
Length of wheel base of truck	8' - 1"
Width over bumpers	8' - 1"
Width over posts	7' - 8½"
Width over grip rail (entrance)	7' - 9½"
Height from rail to top of floor	22"
Height from floor to top of window rail	24½"
Height from rail to top of roof	10' - 1"
Height from rail to top of trolley wheels	10' - 9½" (Over bows 11' - 0")
Post centres	2' - 0"
Seat centres	22½"
Truck centres	
Gauge of truck	4' - 8½"
Diameter of wheels	22"
Height - Floor to Headlining	7' - 8½"

This car was damaged in collision Dec. 11, 1926

Original Cost

Total - $8,745.

Exhibit 10.

Exhibit 10.

Exhibit 10. 938

DETAIL SHEET

Car No. [illegible] Year Built 1922 Date of Inspection March 10, 1937

Body Builder Niagara Mfg. Co. At Derby, Connecticut

Truck Builder Brill 77-E

Motor Manufacturer Westinghouse

No. of Motors 2 Type 308-A H.P. 35

Controllers - No. 1 Type K-63

Air Equipment Compressor - Governor Make Westinghouse - Westinghouse Type HB-14 B-2

Safety Appliances Almer roll Safety services

Seating Capacity 34

Type Seats Wood - rattanware

Weight of Car 18,800

Principal Dimensions

Length over all (including bumpers	32' - 1"
Length over vestibule sheathing	27' - 6"
Length of sand platform over vestibule sheathing	
Length over body corner posts	21' - 3"
Length of Transverse posts	28"
Length of wheel base of truck	8' - 1"
Width over bumpers	8' - 1"
Width over posts	7' - 8½"
Width over drip rail (extreme)	7' - 8½"
Height from rail to top of floor	28"
Height from floor to top of window sept	24½"
Height from rail to top of roof	10' - 1"
Height from rail to top of trolley boards	12' - 8½" (Upper horn 11' - 0")
Post centers	3' - 2"
Sash centers	2'6"
Corner radius	

Original Cost

Total - $8,740.

Exhibit 10. 939

Item	Estimated Weight (Lbs.)	Old No. Items Requirements Required and Cost	No. of Renewals in Balance	Amount of Renewals	Estimated Weight (Lbs.)	Old No. Items Requirements Required and Cost	No. of Renewals in Balance	Amount of Renewals
Roof - Complete								
Trolley Wheel	$ 8.00		806	$ .48	$ 8.00		806	$ .48
Trolley Harp	8.00				8.00			
Trolley Pole	18.00				18.00			
Trolley Base	80.00		196	4.80	80.00		196	4.80
Trolley Base Boards	6.00		196	.90	6.00		196	.90
Roof and Canvas	180.88	Canvas & Paint $7.20			180.88	Canvas & Paint $7.5)		
Ventilators Sash - Base	40.00		806	16.00	40.00		806	16.00
Letter Board	24.72		806	4.92	24.72		806	7.42
Gutter Rail (Steel)	18.00		196	1.80	18.00		806	3.00
Posts - Body	196.00		806	31.80	196.00		806	31.80
Posts - Corner Body	72.00		806	36.00	72.00		806	36.00
Posts - Vestibule Corner	60.00		806	18.00	60.00	1-8 $15.00	806	3.00
Posts - Vestibule Center	36.00		806	7.80	36.00		806	7.80
Sash - Upper	88.00		806	33.00	88.00		806	33.00
Sash - Lower	80.00		806	48.00	80.00		806	48.00
Sash - Vestibule	82.60		806	17.40	82.00	4 @ $6.00 & $14.00	806	3.00
Belt Rail	80.00		806	4.00	80.00		806	4.00
Side Sheathing	87.81		806	14.00	87.81	2 Sect. @ $10.00	806	12.66
Vestibule Sheathing	17.30		806	4.30	17.30		806	4.88
Doors	98.00		806	11.00	98.00		806	11.60
Underframing	136.00		806	88.00	136.00		806	88.00
Steps (Drop) & Mechanism	18.00		806	4.80	18.00		806	4.80
Headlights	88.00		806	8.00	88.00		806	8.00
Fenders MU	80.00		806	10.00	80.00		806	10.00
Trolley Catchers	18.00		806	3.80	18.00		806	3.80
Roof Stays	6.00				6.00			
Grab Handles								
Destination Signs-Iron								
Painting	180.00		806	24.00	180.00		806	24.00
Floor Underneath	38.18		806	12.98	38.18		806	12.98
Body Bolster								
Body Bumpers	80.00				80.00			
Window Boards	24.80		806	8.84	24.80		806	8.84

(Continued)

ESTIMATED ORIGINAL COST AND DEPRECIATED VALUE OF DERBY CARS

(See 14 FOR EXPLANATION OF ORIGINAL COST. DATE EXAMINED March 20, 1937

Item	CAR NO. 8864 Estimated Orig.Cost	Replacements Required and Cost	% of Deprec. on Balance	Amount of Deprec.	CAR NO. 8869 Estimated Orig.Cost	Replacements Required and Cost	% of Deprec. on Balance	Amount of Deprec.
CAR BODY - INSIDE								
Headlining - Monitor								
Lights-Switch and Globes	$ 11.80		10%	$ 1.15	$ 11.80		10%	$ 1.15
Illumination Signs-Side								
Illumination Signs-End	328.40		40%	48.04	328.40		40%	48.04
Hand Straps and Fittings								
Interior Trim	150.00		10%	15.00	150.00		10%	15.00
Glass	67.40				67.40			
Seats-Motormen' and Conductors' Including Cushions-Backs (Operator's	32.00		20%	6.40	32.00		20%	6.40
Seats-Cross Compartments (Wood) and Mechanism	280.00		25%	70.00	280.00		25%	70.00
Heaters 12	100.00		10%	20.00	100.00		30%	30.00
Hand Bars	26.00		30%	7.80	26.00		30%	7.80
Side Sheathing -Monitor	80.00				80.00			
Floor Body - Lead								
Floor Body - Covering Including Platform	19.80		30%	5.40	19.80		40%	8.12
Floor Platform Wood								
Floor Platform Covering								
Curtains - Side	184.00		25%	52.00	184.00		37%	68.00
Runners	40.00		10%	4.00	40.00		10%	4.00
Door Mechanism Including springs	265.00		30%	79.50	265.00		30%	79.50
Fenders	16.00				16.00			
Lamps	38.00		40%	10.80	38.00		40%	10.80
Windshield Fibers	7.00		10%	.70	7.00		10%	.70
Numbers	68.00		7%	48.00	68.00		7%	48.00
Miscellaneous Number 2	300.00				300.00			

940

Exhibit 10.

(Continued)

Item	CAR NO. 8864 Estimated Orig.Cost	Replacements Required and Cost	% of Deprec. on Balance	Amount of Deprec.	CAR NO. 8869 Estimated Orig.Cost	Replacements Required and Cost	% of Deprec. on Balance	Amount of Deprec.
CAR TRUCKS								
Center Plates								
Frame	$ 160.00		20%	$ 32.00	$ 160.00		40%	$ 64.00
Axles - Driving	60.00		40%	24.00	60.00		40%	24.00
Axles - Pony								
Wheels - Driving	100.00		10%	10.00	100.00		30%	30.00
Wheels - Pony								
Journal Brass	40.00		40%	16.00	40.00		30%	24.00
Journal Bearings	8.00		15%	1.20	8.00		10%	1.80
Springs - Elliptic (4)	20.00		30%	6.00	20.00		30%	6.00
Springs - Coil (14)	30.80		30%	9.24	30.80		30%	9.24
Truck - Pointer								
Brake Rigging	65.00		30%	19.50	65.00		40%	26.00
Jack Adjusters	10.00		20%	2.00				
Turnbuckles								
Bars					10.00		45%	4.50
Brake Shoes	5.40		30%	1.70	5.40		30%	1.70
Hand Brake/ Staff & Fixings	30.00		75%	22.50	30.00		75%	22.50
ELECTRIC EQUIPMENT								
Lightning Arrester	4.50		10%	.45	4.50		10%	.45
Switches (Master)	3.00		30%	.90	3.00		30%	.90
Controllers	250.00		30%	75.00	250.00		30%	72.00
Line Breaker								
Circuit Breaker	30.00		5%	1.50	30.00		5%	1.50
Rheostats	30.00		10%	4.00	30.00		40%	12.00
Motors								
Armature	300.00				300.00			
Fields	144.00				144.00			
Brushholders	24.00				24.00			
Commutators	88.00		50%	40.00	80.00		50%	44.00

941

Exhibit 10.

942

Exhibit 10.

(Continued) (1) DEPRECIATED ORIGINAL COST AND DEPRECIATED VALUE OF [illegible]

(See 1-6 FOR EXPLANATION OF ORIGINAL COST. DATE RENDERED [illegible]

Item	CAR NO. [illegible] Estimated Orig.Cost	Replacements Required and Cost	% of Depres. in Balance	Amount of Deprec.	CAR NO. [illegible] Estimated Orig.Cost	Replacements Required and Cost	% of Depres. in Balance	Amount of Deprec.
ELECTRIC EQUIPMENT - Cont.								
Armature Bearings	$ 24.00		20%	$ 4.80	$ 24.00		20%	$ 4.80
Axle Bearings	20.00		20%	4.00	20.00		20%	4.00
Gears	70.00		60%	42.00	70.00		60%	42.00
Pinions	12.00		75%	9.00	12.00		75%	9.00
Gear Cases	50.00		20%	10.00	50.00		20%	10.00
Motor Cases	200.00		20%	40.00	200.00		20%	40.00
Cables	75.00		25%	18.75	75.00		25%	18.75
Car Wiring	60.00		30%	18.00	60.00		30%	18.00
AIR EQUIPMENT								
Gauges	6.00		10%	.60	6.00		10%	.60
Retainer Valve & Handle E-2a	60.00		30%	18.00	60.00		30%	18.00
Governor	10.00		5%	.50	10.00		5%	.50
Piping	80.00		40%	32.00	80.00		40%	32.00
Compressor	370.00		30%	111.00	370.00		30%	111.00
Reservoir Valve S-S. K	10.00		10%	1.00	10.00		10%	1.00
Brake Valves								
Air Tanks	50.00		50%	25.00	50.00		50%	25.00
Brake Cylinder	80.00		20%	16.00	80.00		20%	16.00
Signals								
Miscellaneous	50.00				50.00			
Motor Trucks	50.00		10%	5.00	50.00		10%	5.00
Brake Rigging Rods	30.00		10%	3.00	30.00		10%	3.00
Car Trucks	100.00		10%	10.00	100.00		10%	10.00

[illegible] SUMMARY

Built by [illegible] Date Built [illegible] Name of Connection [illegible]

Body Designed [illegible] As [illegible]

Truck Designed [illegible]

Motor Manufactured [illegible]

No. of Motors 4 Type 57 H.P. 40

Controllers - No. 2 Type K-6

Air Equipment [illegible] Make [illegible] Type [illegible]

Safety Appliances

Seating Capacity

Type Seats

Weight of Car

GENERAL DIMENSIONS

Length over all including bumpers 36' - 0"

Length over vestibule sheathing

Length of each platform over vestibule sheathing 3' - 6"

Length over body corner posts 27' - 0"

Length of transverse seats

Length of wheel base of truck

Width over bumpers

Width over posts

Width over drip rail (extreme) 8' - 4"

Height from rail to top of floor

Height from floor to top of window rest

Height from rail to top of roof

Height from rail to top of trolley boards

Post centers

Seat centers

Truck centers 20'

Gauge of track 4' - 8½"

Diameter of wheels 34"

Height - Floor to Headlining

This is a double truck flat car used for carrying cinders, ties or other railway track material. It has a wooden body mounted on two Brill 27G trucks. It was rebuilt by the Connecticut Railway & Lighting Company in 1908. Its estimated original cost as shown by the Company's records, 1914 prices, was $3,935. The car now is almost worn out. It is generally run down and is a dilapidated condition. My estimate on its present value is $700.

943

Exhibit 10.

944

Exhibit 10.

NORMAL GRADE

Car No. Snow Plow 0170 Year Built 1909 Date of Inspection March 10, 1917

Body Builder Western Mfg. Co. At Derby, Connecticut

Truck Builder Russel Plow Truck

Motor Manufacturer Westinghouse

No. of Motors 4 Type 101-B H.P. 40

Controllers - No. 2 Type K-6

Air Equipment Compressor Make Christensen Type AA4

Safety Appliances

Seating Capacity

Type Seats

Weight of Car

GENERAL DIMENSIONS

Length over all including bumpers 44' - 10"

Length over vestibule sheathing

Length of each platform over vestibule sheathing

Length over body corner posts 31' - 10"

Length of Transverse seats

Length of wheel base of truck

Width over bumpers

Width over posts

Width over drip rail (extreme) 8' - 4"

Height from rail to top of floor

Height from floor to top of window rest

Height from rail to top of roof

Height from rail to top of trolley boards

Post centers

Seat Centers

Truck centers 14' - 0"

Gauge of track 4' - 8½"

Diameter of wheels 34"

This is a double truck snow plow. It has a wooden body mounted on two Western Manufacturing Company special plow trucks. It has a shear plow on each end approximately 8' wide, one end of which extends beyond the body approximately 10', It also has a side wing plow on each side. The unit generally is in good condition. The cost of the plow is estimated in 1914 to be $6,510. My estimate is that the unit has as a whole depreciated 80% from its original value or $1,577, leaving present value $4,733. Because of the limited purpose for which this plow is used there is little or no obsolescence.

Exhibit 10.

NORMAL GRADE

Car No. Snow Plow 0170 Year Built 1909 Date of Inspection March 10, 1917

Body Builder Western Mfg. Co. At Derby, Connecticut

Truck Builder Russel Plow Truck

Motor Manufacturer Westinghouse

No. of Motors 4 Type 101-B H.P. 40

Controllers - No. 2 Type K-6

Air Equipment Compressor Make Christensen Type AA4

Safety Appliances

Seating Capacity

Type Seats

Weight of Car

GENERAL DIMENSIONS

Length over all including bumpers 44' - 10"

Length over vestibule sheathing

Length of each platform over vestibule sheathing

Length over body corner posts 31' - 10"

Length of transverse seats

Length of wheel base of truck

Width over bumpers

Width over posts

Width over drip rail (extreme) 8' - 4"

Height from rail to top of floor

Height from floor to top of window rest

Height from rail to top of roof

Height from rail to top of trolley boards

Post centers

Seat centers

Truck centers 14' - 0"

Gauge of track 4' - 8½"

Diameter of wheels 34"

Height - Floor to Headlining

This is a double truck snow plow. It has a wooden body mounted on two Western Manufacturing Company special plow trucks. It has a shear plow on each end approximately 8' wide, one end of which extends beyond the body approximately 10'. It also has a side wing plow on each side. The unit generally is in good condition. The cost of the plow is estimated in 1914 to be $6,510. My estimate is that the unit has as a whole depreciated 80% from its original value or $1,577, leaving present value $4,733. Because of the limited purpose for which this plow is used there is little or no obsolescence.

DETAIL SHEET

Car No. Snow Plow C-418 Year Built 1910 Date of Inspection March 30, 1917

Body Builder Thomas Mfg. Co. At Derby, Connecticut

Truck Builder Thomas Plow truck

Motor Manufacturer General Electric Co.

No. of Motors 4 Type 52 H.P. 40

Controllers - No. 2 Type K-6

Air Equipment Compressors Make Christensen Type (2) Alex

Safety Appliances

Seating Capacity

Type Seats

Weight of Car

GENERAL DIMENSIONS

Length over all including bumpers 48' - 8"

Length over vestibule sheathing

Length of each platform over vestibule sheathing

Length over body corner posts 31' - 8"

Length of transverse seats

Length of wheel base of truck

Width over bumpers

Width over posts

Width over drip rail (extreme) 8' - 8½"

Height from rail to top of floor

Height from floor to top of window rail

Height from rail to top of roof

Height from rail to top of trolley boards

Post centers

Seat centers

Truck centers 14' - 6"

Gauge of track

Diameter of wheels

Height - Floor to Headlining

This is a snow plow built by the Thomas Manufacturing Company in 1910. It has a wooden body mounted on two Thomas Manufacturing Company special plow trucks. It has a shear plow on each end approximately 8' wide, one end of which extends beyond the body approximately 10'. It also has a side wing plow on each side. The unit generally is in fair condition. The plow was estimated at being worth $4,812 in 1914. My estimate is that the unit as a whole has depreciated 83% from its original value or $1600 leaving the present value $3,209.

Exhibit 10.

DETAIL SHEET

Car No. [illegible] Year Built 1910 Date of Inspection March 30, 1917

Body Builder [illegible] At Derby, Connecticut

Truck Builder [illegible]

Motor Manufacturer Westinghouse

No. of Motors 4 Type 101-B H.P. 40

Controllers - No. 2 Type K-28-B

Air Equipment Compressor Make Christensen Type Alex

Safety Appliances

Seating Capacity

Type Seats

Weight of Car

GENERAL DIMENSIONS

Length over all including bumpers 39' - 10"

Length over vestibule sheathing

Length of each platform over vestibule sheathing

Length over body corner posts 24' - 1"

Length of transverse seats

Length of wheel base of truck

Width over bumpers

Width over posts

Width over drip rail (extreme) 8' - 10"

Height from rail to top of floor

Height from floor to top of window rail

Height from rail to top of roof

Height from rail to top of trolley boards

Post centers

Seat centers

Truck centers 21' - 10"

Gauge of track 4' - 8½"

Diameter of wheels 34"

Height - Floor to Headlining

This is a double truck wreck car. It has a wooden body mounted on two standard GEC trucks. It was built in 1912 by the Connecticut Company. The roof, floor, platforms and sides are in fair condition. The trucks and motors are also in fair condition. Its estimated value in 1914 was $5,625. My estimate of its present value is $4500, leaving a depreciation on the car of $1125.

Exhibit 10.

DETAIL SHEET

Car No. Sweeper C-227 Year Built 1921 Date of Inspection March 10, 1937

Body Builder Wason Mfg. Co. At Berlin, Connecticut

Truck Builder Standard O-60

Motor Manufacturer General Electric Co.,

No. of Motors 4 - 8 (Brush) Type 60 - 57 H.P. 40 - 40

Controllers - No. 2 - 8 (Brush) Type K-6 K-10

Air Equipment Compressor Make Christensen Type AK-1

Safety Appliances

Seating Capacity

Type Seats

Weight of Car

GENERAL DIMENSIONS

Length over all including bumpers 41' - 2"

Length over vestibule sheathing

Length of each platform over vestibule sheathing

Length over body corner posts

Length of transverse seats

Length of wheel base of truck 4' - 6"

Width over bumpers

Width over pos's

Width over drip rail (extreme)

Height from rail to top of floor

Height from floor to top of window rest

Height from rail to top of roof

Height from rail to top of trolley boards

Post centers

Seat centers

Truck centers

Gauge of track

Diameter of wheels

This is a double truck snow sweeper which was built from an old car by the Connecticut Company in 1921. It has a wooden body which is mounted on two standard O60 trucks. It has a broom on each end and side wings on each side. In general the unit appears in good condition. I estimate the original cost of this unit at $6,000. The unit is about 50% depreciated, leaving depreciation $3,300 and present value $2,700.

Exhibit 10.

Exhibit 10.

Car No. [illegible] Year Built [illegible] Date of Inspection March 10, 1937

Body Builder [illegible] At Berlin, Connecticut

Truck Builder Standard O-60

Motor Manufacturer Westinghouse

No. of Motors 4 Type 101-B2 H.P. 40

Controllers - No. 2 Type K-6

Air Equipment Compressor Make Westinghouse Type HB-1A

Safety Appliances

Seating Capacity

Type Seats

Weight of Car

GENERAL DIMENSIONS

Length over all including bumpers 37'

Length over vestibule sheathing

Length of each platform over vestibule sheathing

Length over body corner posts 35' - 4"

Length of transverse seats

Length of wheel base of truck

Width over bumpers

Width over posts

Width over drip rail (extreme) 8' - 2½"

Height from rail to top of floor

Height from floor to top of window rest

Height from rail to top of roof

Height from rail to top of trolley boards

Post centers

Seat centers

Truck centers 18' - 3"

Gauge of track 4' - 8½"

Diameter of wheels 34"

Height - Floor to Headlining

This is a wooden body rebuilt in 1922 by the Connecticut Company. Body is in poor condition, trucks and motors fair, wheels good. I estimate its original cost $5000. and depreciation at 50% or $2500 leaving present value $2500.

Exhibit 10.

DETAIL SHEET

Car No. Rand Car C-804 Year Built 1908 - Rebuilt 1924 Date of Inspection March 10, 1937

Body Builder Original - J. G. Brill Co., Rebuilt by Connecticut Co., At Derby, Connecticut

Truck Builder Standard G-30

Motor Manufacturer Westinghouse

No. of Motors 4 Type 308-A H.P. 40

Controllers - No. 2 Type K-6

Air Equipment Compressor - Compressor Make Westinghouse - Christensen Type IV - E.O. 24-6

Safety Appliances

Seating Capacity

Type Seats

Weight of Car

GENERAL DIMENSIONS

Length over all including bumpers 28' - 10"

Length over vestibule sheathing

Length of each platform over vestibule sheathing

Length over body corner posts 22' - 0"

Length of transverse seats

Length of wheel base of truck

Width over bumpers

Width over posts

Width over drip rail (outside) 8' - 6"

Height from rail to top of floor

Height from floor to top of window seat

Height from rail to top of roof

Height from rail to top of trolley boards 11' - 8"

Seat centers

Seat centers

This is a rand car which was rebuilt by the Connecticut Company in 1924 out of an old passenger car, built in 1908. It has a wooden body and is mounted on standard GED trucks. I estimate the original cost of this unit at $4,800 and its present value $800 leaving $3,700 for depreciation.

Exhibit 11.

April 10, 1937

Mr. Walter Carr, Vice

Dear Sir:

This report covers my inspection of passenger and service cars at Waterbury. These are the cars which were turned over by the Connecticut Company to Connecticut Railway & Lighting Company. In making this examination I was assisted by D. E. Frame and H. F. Grier, both of Wilmington.

The "Purpose of Examination", "Points of Location", "Depreciation", "New Parts Required to Place Equipment in Reasonably Good Operating Condition", and "Obsolescence" have all been explained in my report on the Bridgeport equipment dated April 3, 1937 and are applicable to the Waterbury location.

THIS REPORT

This report covers my inspection in Waterbury. At this point I examined 29 passenger cars and 16 service cars. In general the passenger cars were well maintained particularly the twenty-three 3100 class. All cars have been equipped with devices and fittings to make them suitable for one-man operation.

GENERAL DESCRIPTION

Cars Built in 1910 and 1911 - There are 6 cars in this series. These cars are of the heavy double truck type, 4 of them being equipped with longitudinal seats and 2 being equipped with cross seats. The body is of wood. I consider these cars entirely obsolete as transportation units.

Cars Built in 1909 - There are 20 cars in this group, most members being in the 3100 class. These cars are of the double truck type with 4 Westinghouse 308-A motors and Ungood-Bradley 50-do trucks. They are of semi-steel construction and weigh out 32,240 lbs. each. These cars have cross seats with longitudinal seats at each end. They are a modern car and are in very good condition.

Service Equipment - There are 16 units of service equipment made up of work cars, wreck cars, sand cars, plows, sweepers, trailers, etc. The plows, sweepers and crane car are in reasonably good condition but most of the other service equipment is pretty well run down for lack of proper maintenance.

CONCLUSIONS

The report discloses the original value, amount of depreciation obsolescence and repair part requirements to be as follows:

ON A DEPRECIATED BASIS

Total original breakdown value of all equipment in Waterbury. (Some estimated, some actual)	$ 405,007
Total Depreciation and Renewal parts required.	$ 122,824
Present Depreciated Value	$ 282,183

ON AN OBSOLESCENCE BASIS

Total original value of all equipment in Waterbury. (Some estimated, some actual)	$ 405,809
Total Obsolescence	$ 210,839
Present Obsolescence Value	$ 197,970
Amount required for new parts to place equipment in reasonably good operating condition.	$ 8,081

Respectfully submitted

Exhibit 11.

9052

RECAPITULATION FOR SUBURBAN PASSENGER AND SERVICE CARS.

Class Cars	Depreciation Basis				Obsolescence Basis			
	Original Cost	Breakdown Cost	Depreciation	Present Value	Original Cost	Obsolescence	Obsolescence Value	Cost to Place Cars in Reasonable Condition
1300 & 1800	$ 33,041	$ 32,688	$ 10,609	$ 22,019	$ 33,041	$ 31,841	$ 1,200	$ 552
3100 Class	294,814	291,885	73,959	217,866	294,81	140,714	154,100	279
Service Cars	80,554	80,554	38,284	42,270	80,554	[illegible],284	42,270	5,250
Total	$408,409	$405,007	$122,852	$282,155	$408,409	$210,839	$197,570	$6,081

Car 149 - $1,000
" 189 - 400
" 204 - 500
" 206 - 500
" 268 - 500
" 285 - 425
" 280 - 500
" 284 - 425
" 288 - 450

Exhibit 11.

9053

RECAPITULATION OF SUBURBAN CARS

Car Nos.	Manufacturer	Year Built	Type Body	Type Truck	Motors	Control	Weight	Company's Price Record	Breakdown Cost	Deprec.	Present Value	Obsolescence Value
1535	Osgood-Bradley	1910	Wood	Standard G-50	G.E. 80 (4)	K-356	44,780	$ 5,445	$ 5,309	$ 1,598	$ 3,811	$ 800
1534	" "	1910	"	" "	" "	" "	44,780	5,445	5,309	1,754	3,755	800
1537	" "	1911	"	" "	" "	" "	47,350	5,476	5,350	1,781	3,569	800
1544	" "	1911	"	" "	" "	" "	47,350	5,559	5,455	1,684	3,771	800
1543	" "	1911	"	" "	" "	" "	47,350	5,559	5,456	1,923	3,732	800
1550	" "	1911	"	" "	" "	" "	47,350	5,559	5,350	2,069	3,281	800
Total	6 Cars							$33,041	$32,688	$10,609	$22,019	$1,200

Exhibit 11.

RECAPITULATION OF ELECTRIC CARS

Car Nos.	Manufacturer	Year Built	Type Body	Type Truck	Motors	Control	Weight	Company's Price Record	Depreciated Cost	Depreciation	Present Value	Scrap Value
3127	Osgood-Bradley	1923	D.T. Safety	0-3-30-66	West.3064(4)	K-35-XX	32,540	$ 16,818	$ 12,077	$ 3,892	$ 8,385	$ 6,700
3128	" "	"	"	" " "	"	"	"	"	12,077	3,163	8,914	6,700
3129	" "	"	"	" " "	"	"	"	"	12,077	3,906	8,171	6,700
3130	" "	"	"	" " "	"	"	"	"	12,077	3,664	8,413	6,700
3131	" "	"	"	" " "	"	"	"	"	12,077	3,635	8,442	6,700
3132	" "	"	"	" " "	"	"	"	"	12,077	3,180	8,897	6,700
3133	" "	"	"	" " "	"	"	"	"	12,077	3,158	8,919	6,700
3134	" "	"	"	" " "	"	"	"	"	12,077	3,661	8,416	6,700
3135	" "	"	"	" " "	"	"	"	"	12,077	3,127	8,950	6,700
3136	" "	"	"	" " "	"	"	"	"	12,077	3,564	8,513	6,700
3137	" "	"	"	" " "	"	"	"	"	12,077	3,126	8,951	6,700
3138	" "	"	"	" " "	"	"	"	"	12,077	3,168	8,515	6,700
3139	" "	"	"	" " "	"	"	"	"	12,077	3,160	8,917	6,700
3140	" "	"	"	" " "	"	"	"	"	12,077	3,470	8,607	6,700
3141	" "	"	"	" " "	"	"	"	"	12,077	3,312	8,765	6,700
3142	" "	"	"	" " "	"	"	"	"	12,077	3,479	8,598	6,700
3143	" "	"	"	" " "	"	"	"	"	12,804	2,807	9,997	6,700
3144	" "	"	"	" " "	"	"	"	"	12,077	3,807	8,270	6,700
3145	" "	"	"	" " "	"	"	"	"	12,077	3,084	8,993	6,700
3146	" "	"	"	" " "	"	"	"	"	12,077	3,081	8,996	6,700
3147	" "	"	"	" " "	"	"	"	"	12,804	3,163	9,641	6,700
[illegible]												

Exhibit 11.

No.	Type	Manufacturer	Year Built	Type Body	Type Truck	Motors	Control	Depreciated Original Price	Depreciation	Present Value	Scrap Value
0-100	D. T. Flue Car	Gen. Hwy & Light Co.	1908	Wood	Brill 27 G	G.E. 60(4)	K-35 G	$ 5,000 *	$ 4,600	$ 400	
0-106	S. T. Sand Car	Connecticut Co.		"	Brill 21 A	None	None	500 *	400	100	
0-181	D. T. Flue Car	Wasson Mfg. Co.	1908	"	Wasson Flue	West.56(4)	K-35 G	6,510*	1,577	4,933	
0-804	D. T. Line Car	Connecticut Co.	1910	"	Standard O-50	G.E. 80(4)	K-6	4,385 *	3,385	1,000	
0-805	D. T. Wreck Car	" "	1910	"	" "	" "	K-6	4,485 *	3,485	1,000	
0-816	D. T. Snow Plow	Wasson Mfg. Co.	1911	"	Wasson Flue	" "	K-35 G	4,705 *	1,176	3,529	
0-826	D. T. Crane	" "	1926	"	Standard O-50	" "	K-35 G	12,000 *	800	11,200	
0-838	D. T. Sand Car	Connecticut Co.	1919	"	" "	West.3013(4)	K-6	4,500 *	3,500	1,000	
0-873	D. T. Sweeper	" "	1920	"	" "	" "	K-6	8,000 *	2,800	5,200	
0-883	D. T. Trailer	" "	1921	"	Brill 21 A	G.E. 69(2) None	K-10 None	500 *	425	75	
0-880	D. T. Sand Car	" "	1920	"	Standard O-50	West.3013(4)	K-6	4,500 *	3,500	1,000	
0-884	D. T. Trailer	" "	1921	"	Brill 21 A	None	None	500 *	425	75	
0-887	D. T. Sweeper	" "	1922	"	Standard O-50	4 - 3013 2 - 69	K-6 K-10	8,000 *	2,800	5,200	
0-842	" " "	" "	1922	"	" "	4 - G.E.80 2 " " 69	K-6 K-10	9,319 *	3,261	6,058	
0-885	D. T. Sand Car	" "	1924	"	" "	4 - 3013	K-6	4,500 *	3,500	1,000	
0-865	D. T. Wreck Car	" "	1920	"	" "	G.E. 80(4)	K-35	4,500 *	4,000	500	
Total	16							$80,384	$80,384	$42,270	

* Company Estimate

* My Estimate

Exhibit 11.

ESTIMATE OF ORIGINAL COST APPLICABLE TO CARS 1533, 1534, 1537, 1544, 1549 and 1550

-HATHAWAY-

These cars are the same as Bridgeport cars. the estimate of prime being found on

SCHEDULE 1-A

For cross seats - Rattan - Refer to Schedule 1-B

CAR BODY - CONTD		Add $/car
Trolley Wheels	$ 2.50	$ 3.33
Trolley Harps	3.60	4.80
Trolley Poles	12.00	16.00
Trolley Base	44.00	58.67
Trolley Base Boards	6.00	8.00
Roof and Canvas	256.09	341.45
Pantasote-Grill	98.00	128.00
Other Board	33.16	44.21
Corner Rail (Steel)	20.00	26.67
Body Posts (Steel)	320.00	426.67
Body Corner Posts	80.00	106.67
Vestibule Corner Posts	60.00	80.00
Vestibule Center Posts	40.00	53.33
Sash - Upper section	78.00	104.00
Sash - Lower section	144.00	192.00
Sash - Vestibule	29.00	38.67
Rail	30.00	40.00
Side Sheathing	95.64	127.52
Vestibule Sheathing	17.20	22.93
Doors	227.00	302.67
Underframe	285.00	380.00
Steps	20.00	26.67
Headlights	25.00	33.33
Lamps	50.00	66.67
Trolley Catchers	18.00	24.00
Buf Steps	4.50	6.00
Painting	175.00	233.33
Floor - Underneath	50.96	67.95
Body Bolster	50.00	66.67
Body Bumpers	60.00	80.00
Dove Guards	20.80	27.47

CAR BODY - CONTD		Add $/car
Headlining - Agasote	$ 63.00	$ 84.00
Lights, sockets, globes and shades.	15.75	21.00
Destination signs	248.80	331.74
Hand straps rails and Fitting	44.00	58.67
Interior Trim	200.00	266.67
Glass	73.40	97.87
Glass for Doors	64.60	86.13
Seats-Longitudinal	98.70	131.60
Frame Work	33.60	44.80
Cross Seats	80.80	107.73
Mechanism	160.00	213.33
Heaters	150.00	200.00
Semi Dome	24.00	32.00
Side Sheathing	40.00	53.33
Floor Body - Wood	53.80	71.73
Floor Covering including platform		
Door Engine Equipment including Valves	525.00	700.00

2 on car $1.25 = $2.50	
2 on car $1.60 = $3.60	
2 on car $6.00 = $12.	
2 on car $22. = $44.	
Lumber $5. Labor $1.	
2112' Lumber @ 6¢ = $126.96	
14 2/3yds. Canvas $1.85 = $27.13	
Labor extra for shaping roof hoods $60.	
6 @ single duct $12. = $96.	
68 sq.ft. Sheet Steel, 2 lbs. to ft.	
136 lbs. @ 6¢ = $8.16 Labor $25,	
60' @ $80. installed	
32 Posts @ $15. = $320 installed	
(Steel) 4 @ $20. = $80. installed	
" 4 @ $15. = $60. installed	
Semi-steel 4 @ $10. = $40. installed	
Top sash framing 24 @ $3.50 = $78.	
$6. each installed 2416 = $144.	
6 @ $4.50 installed $2. = $29.	
Steel $15. per side installed	
844 lbs. @ 6¢ = $50.64 Punching $8.	
Rivets $1. Labor $36.	
24' per end X 2½ lbs. per sq.ft.	
80 lbs. per end @ 6¢ = $5.60 per end	
Two ends $7.80 Labor $10.	
4 doors of 4 sections per door @ $12.	
per section 4 16 = $192 Labor installing $35.	
Steel - small wood filler $10.	
Steel -$150 - Labor $125.	
4 @ $5. = $20.	
2 @ $12.50 = $22.	
2 KB Life Guards $25. each	
0.B. 9 @ $2. = $18.	
6 and grab	
344 sq.ft. @ 9¢ = $30.96 Labor $20.	
2 @ $25. each = $50.	
2 @ $30. each = $60.	
360' pipe @ 2¢ $7.20 52 holders @ 20¢ $10.40 Labor $3.	
6 Panels @ $8. = $48. Labor $15.	
7 sockets and globes @ 75¢ $5.25 7 shades @ $1.50 $10.50	
Curtains $30. Box $15. Gears and cranks $10. Lights and sockets $1.20 Glass and rubbers $3. Labor $13. $62.20 x 4 = $245.80	
32 Straps @ 50¢ = $16. Rails $10. Fittings 26 @ 50¢ = $13. Labor $5.	
24 Upper 15x28 @ 45¢ = $10.8	
24 Lower 28x30 @$1.40 = $33.6	
6 Vestibule 34x56 @$1.50 = $ 9.0	
Labor $80.0	
$73.4	
38pcs. 2x10 wire @ $1.60 $61.80 16pcs. 2x28 @ 40¢ $6.40 Labor $7.	
Rattan 75¢ per ft. Springs, frame and filling $1.60 per installed for 42" = $98.70	
42 ft. @ $1.80 = $53.60	
Eight Cushion Rattan 3'x24" 3'x24"	
9 @ 75¢ = $6.75 Springs, frame-work and filling $1.35 Labor $2. Total $10.10 x 8 = $80.80	
8 x $20. = $160.00	
Gold $150. installed	
4 @ $6. installed $24.	
Per Car $40.	
240' @ 12¢ $28.80 Labor $25.	
Door engines and valves $325. Labor installing $200. $525.	

ESTIMATE OF ORIGINAL COSTS APPLICABLE TO CAR NOS. 3127, 3128, 3129, 3130, 3131, 3132, 3133, 3134, 3135, 3136, 3137, 3138, 3139, 3140, 3141, 3142, 3143, 3144, 3145, 3146, 3147, 3148, 3149

-WATERBURY-

CAR BODY - DESIGN-Cont'd.		Add 22½/26	
Side Curtains	$154.00	$808.00	24 @ $8. = $192. installing runway, etc. $56.
Buzzers	55.00	73.33	
Stanchions	32.00	42.67	16 @ $2.
Lamps	15.00	24.00	2 @ $9.
Windshield Wiper	7.00	9.33	$3.50 per set
Register	60.00	80.00	
Operators Stool	6.00	8.00	2 @ $5.
Miscellaneous Hardware	125.00	166.67	
CAR TRUCKS-GSC-20-66			
Center Plates	30.00	40.00	2 @ $15.
Frames	250.00	333.33	Castings and side bars and cross bars - 2 Trucks $250.
Axles-Driving	120.00	160.00	4 @ $30. = $120.
Wheels-Driving	200.00	266.67	26" - 8 @ $25. = $200.
Journal Boxes	72.00	96.00	8 @ $9. = $72.
Journal Bearings	16.00	21.33	8 @ $2. = $16.
Springs-Elliptic	48.00	64.00	4 @ $12. = $48.
Springs - Coil	6.80	9.07	8 @ $1/ = $6.80
Truck Bolster	70.00	93.33	2 @ $35. = $70.
Brake Rigging	135.00	180.00	Shoe heads, castings, rods, levers, and hangers.
Slack Adjusters	20.00	26.67	2 @ $10. = $20.
Brake Shoes	6.80	9.07	8 @ $.85 = $6.80
Hand Brake Staff & Rigging	30.00	40.00	2 @ $15. = $30.
ELECTRIC EQUIPMENT			
Lightning Arrester	4.50	6.00	1 @ $4.50 Westinghouse
Switches (Panel)	18.00	24.00	6 @ $3. = $18.
Controllers K-35-HX	360.00	480.00	2 @ $180. = $360.
Reed Switches	10.00	13.33	2 @ $5. = $10.
Line Breaker	98.00	128.67	1 @ $98.
Rheostats	75.00	100.00	3 @ $25. = $75.
Motors West.3004 Armatures	700.00	933.33	4 @ $175. = $700.
Pinions	300.00	400.00	12 Sets of Gearing = $300. 12 Commutators @ $2. = $24.

ELECTRIC EQUIPMENT -Cont'd.		Add 33⅓/26	
Armature Bearings	$ 48.00	$ 64.00	8 @ $6. = $48.
Axle Bearings	40.00	53.33	8 @ $5. = $40.
Gears	140.00	186.67	4 @ $35. = $140.
Pinions	84.00	56.00	4 @ $2. = $84.
Gear Cases	100.00	133.33	4 @ $25. = $100.
Motor Cases	400.00	533.33	4 @ $100. = $400.
Cables	125.00	166.67	Cables running from motors, rheostats, controllers and trolley base.
Car Wiring	75.00	100.00	Includes wiring for lights, heat, buzzers and air
AIR EQUIPMENT			
Gauges - Double	16.00	21.33	2 @ $8. = $16.
Engineer Valve & Handle H-6B	80.00	106.67	2 @ $35. = $70. 1-Handle 10. $80.
Governor Reg	18.00	24.00	1 @ $18.
Piping	150.00	200.00	Air and safety devices
Air Compressor IH-16	370.00	493.33	$350. Labor $20.
Emergency Valve	15.00	20.00	1 per car
Relay Valve E	10.00	13.33	1 per car
Quick Release Valve	10.00	13.33	1 per car
Variable load Valve, complete	125.00	166.67	1 per car
Air Tanks	30.00	40.00	2 per car @ $15. = $30.
Auxiliary Tank	4.00	5.33	1 per car
Brake Cylinder	22.50	30.00	1 per car
Hose Valves	15.00	20.00	2 @ $7.50 = $15.
Miscellaneous	250.00	336.67	
Totals	$9,808.80	$12,877.73	

Exhibit 11.

959

Car No. 3127
Body Builder Connecticut Car Company
Truck Builder Standard C-22
Motor Manufacturer General Electric
No. of Motors 4 Type 80 H.P. 40
Controllers - No. 2 Type K-35 G
Air Equipment Compressor - Governor Make Allis-Chalmers - General Electric Type Ajax Belt
Safety Appliances K-6 Pull Cord Emergency Valve
Seating Capacity 44
Type Seats Transverse - Rattan
Weight of Car 44,700

Weight Built 3810 Date of Inspection March 8, 1927
Waterbury, Connecticut

GENERAL DIMENSIONS

Length over all including bumpers	41' - 1"
Length over vestibule sheathing	40' - 8"
Length of each platform over vestibule sheathing	4' - 3"
Length over body corner posts	30' - 10"
Length of Transverse seats	
Length of wheel base of truck	4' - 6"
Width over bumpers	7' - 3"
Width over posts	8' - 4"
Width over drip rail (Extreme)	8' - 6"
Height from rail to top of floor	3'½"
Height from floor to top of window rail	2'6"
Height from rail to top of roof	11' - 0"
Height from rail to top of trolley boards	11' - 2½"
Post centers	2'6"
Seat centers	
Truck centers	19' - 7"
Wheel base of truck	4' - 6"
Diameter of wheels	34"
Height from floor to Headlining	7' - 4"

Actual Cost
Taken from Company Record Cards

Cost Body	$8,406.00
" Trucks	800.00
" Electric Equipment	2,825.35
" Miscellaneous Equipment	325.85
Total:	$12,445.20

Exhibit 11.

959

Exhibit 11.

Car No. - 1984

Year Built 1910

Date of Inspection March 6, 1929

Body Builder Connecticut Car Company

At Waterbury, Connecticut

Truck Builder Standard G-27

Motor Manufacturer General Electric

No. of Motors 4

Type GE-57-27 H.P. 40

Controllers - No. 2

Type K-28-A

Air Equipment Westinghouse - Westinghouse

Type AllisChalmers - General Electric Type AB-1 M.U.

Safety Appliances M-C Emergency Valve

Seating Capacity 44

Type Seats Transverse - Rattan

Weight of Car 44,700

GENERAL DIMENSIONS:

Length over all including bumpers	41' - 3"
Length over vestibule sheathing	40' - 0"
Length of end platform over vestibule sheathing	4' - 3"
Length over body corner posts	30' - 10"
Length of Transverse seats	
Length of wheel base of truck	4' - 8"
Width over bumpers	7' - 3"
Width over posts	8' - 4"
Width over drip rail (Exterior)	8' - 5"
Height from rail to top of floor	3'-3"
Height from floor to top of window rail	3'6"
Height from rail to top of roof	11' - 6"
Height from rail to top of trolley boards	11' - 8"
Platform centres	24'0"
Coupler centres	
Truck centres	30' - 9"
Centre of trucks	27' - 1"
Diameter of wheels	33"

Actual Cost

Taken from Company Record Cards

Cost Body	$5,429.00
" Trucks	600.00
" Electric Equipment	5,888.50
" Miscellaneous Equipment	725.00
Total:	$12,442.50

Exhibit 11.

Item	Estimated Orig. Cost	Replacements Required and Cost	% of Depreciation Balance	Amount of Depreciation	Estimated Orig. Cost	Replacements Required and Cost	% of Depreciation Balance	Amount of Depreciation
CAR BODY - CONTD:								
Trolley Wheel	$ 1.50		20%	$ .30	$ 1.50		20%	$ .30
Trolley Harp	5.00				5.00			
Trolley Pole	6.00				6.00			
Trolley Base	20.00		10%	2.00	20.00		10%	2.00
Trolley Base Boards	5.00		10%	.50	5.00		10%	.50
Roof and Canvas	120.00	Morgan & Paint Co. 30			120.00	Morgan Sheppardson Rubber Co.		
Ventilators-Deck Sashes	30.00		20%	10.00	30.00 (Deck)		20%	10.00
Letter Board	14.00		20%	4.00	14.00		20%	4.00
Gutter Rail	7.00				7.00			
Posts - Body	70.00		30%	21.00	70.00		30%	21.00
Posts - Corner Body	50.00		20%	10.00	50.00		20%	10.00
Posts - Vestibule Corner	20.00		20%	4.00	20.00		20%	4.00
Posts - Vestibule Center	16.00		20%	4.00	16.00		20%	4.00
Sash - Upper	30.00		40%	14.00	30.00		40%	14.00
Sash - Lower	40.00		40%	14.00	40.00		40%	14.00
Sash - Vestibule	12.00		40%	4.00	12.00	3 @ $4.00 = $4.00	40%	4.00
Belt Rail	20.00		40%	10.00	20.00		40%	10.00
Side Sheathing	97.00		40%	19.40	97.00		40%	19.40
Vestibule Sheathing	30.00		30%	9.00	30.00		40%	18.00
Doors	80.00		40%	32.00	80.00		40%	32.00
Underframing	200.00		30%	100.00	200.00		30%	100.00
Steps	7.00		30%	2.10	7.00		30%	2.10
Headlights	10.00		40%	4.00	10.00		40%	4.00
Fenders	60.00		70%	60.00	60.00		70%	60.00
Trolley Catchers	10.00		10%	2.00	10.00		10%	2.00
Roof Steps	2.00				2.00			
Grab Handles	10.00		10%	1.00	10.00		10%	1.00
Destination Signs-Iron	2.00				2.00			
Painting	100.00		80%	80.00	100.00		80%	80.00
Floor Underneath	17.00		40%	10.20	17.00		40%	6.80
Body Heater	30.00		40%	12.00	30.00		40%	12.00
Body Hangers	36.00				36.00			

Exhibit 11.

Exhibit 11.

(Continued) ESTIMATED ORIGINAL COST AND REPRODUCED VALUE OF [illegible]

[illegible] Budget FOR EXPLANATION OF ORIGINAL COST. DATE EXAMINED [illegible]

Item	CAR NO. 1886 Estimated Orig.Cost	Replacements Required and Cost	% of Deprec. On Balance	Amount of Deprec.	CAR NO. 1884 Estimated Orig.Cost	Replacements Required and Cost	% of Deprec. On Balance	Amount of Deprec.
ELECTRIC EQUIPMENT - Cont.								
Sparks	$ 100.00		[illegible]	$ 80.00	$ 100.00		[illegible]	$ 80.00
Fixtures	24.00		[illegible]	19.20	24.00		[illegible]	19.20
Steel Covers	80.00		[illegible]	16.00	80.00		[illegible]	16.00
Motor Gears	300.00		[illegible]	75.00	300.00		[illegible]	75.00
Cables	100.00		[illegible]	20.00	100.00		[illegible]	20.00
Car wiring	80.00		[illegible]	16.00	80.00		[illegible]	16.00
AIR EQUIPMENT								
Gauges	3.00		10%	.30	3.00		10%	.30
Regulator Valve & Governor	80.00		[illegible]	8.00	80.00		[illegible]	8.00
Fittings	80.00		[illegible]	.75	80.00		[illegible]	.75
Compressor	800.00		[illegible]	40.00	800.00		[illegible]	40.00
Emergency Valve D-7	3.00		[illegible]	100.00	800.00		[illegible]	100.00
Shutter Valves			10%	.75	3.00		10%	.75
Air Tanks	10.00							
Brake Cylinder	80.00		[illegible]	16.00	80.00		[illegible]	16.00
Shutter			[illegible]	16.00	80.00		[illegible]	16.00
Miscellaneous	100.00				100.00			

Motor manufactured by General Electric

No. of Motors 4 Type GE-66 H.P. 40

Controllers - No. 2 Type [illegible]

Air Equipment Westinghouse & Westinghouse Type [illegible]

Safety appliances D-8 Emergency Valve

Seating Capacity 48

Type Seats Longitudinal - Rattan

Weight of Car 47,300

DIMENSIONAL DRAWING

Length over all end sheet buckers 41' - 3"

Length over vestibule sheathing 40' - 8"

Length of each platform over vestibule sheathing 4' - 8"

Length over body corner posts 36' - 10"

Length of Transverse seats

Length of small base of truck 6' - 6"

Width over bumpers 9' - 8"

Width over posts 9' - 4"

Width over drip rail. (Extreme) 9' - 3"

Height from rail to top of floor [illegible]

Height from floor to top of window seat 36"

Height from rail to top of roof 11' - 3"

Height from rail to top of trolley boards 11' - 8"

Seat centers [illegible]

Seat centers

Truck centers 28' - 7"

Center of truck 6' - 6"

Diameter of wheels 34"

Rail to Floor to Headlining 7' - 6"

Actual Cost

Tulsa Iron Company Record Cards

Car Body	$4,400.00
" Trucks	900.00
" Electric Equipment	2,300.00
" Miscellaneous Equipment	800.00
Total:	$8,400.00

Exhibit 11.

DETAIL SHEET

Car No. 1944 — Year Built: 1911 — Date of Inspection: March 27 1937

Car Builder: Cincinnati Car Company — Motorman, Conductor

Truck Builder: Standard 8-28

Motor Manufacturer: General Electric Company

No. of Motors: 4 — Type: GE — 60

Controllers - No. 2 — Type: Brake

Air Equipment: Compressor - Brenner — Make: General Electric - General Electric — Type: GE-67 M.U.

Safety Appliances: D-2 Brenner Valve

Seating Capacity: 48

Type Seats: Longitudinal - Rattan

Weight of Car: 47,500

DIMENSIONS:

Length over all including bumpers	41' - 7"
Length over vestibule sheathing	40' - 8"
Length of each platform over vestibule sheathing	4' - 8"
Length over body corner posts	30' - 10"
Length of Transverse seats	
Length of wheel base of truck	4' - 8"
Width over bumpers	7' - 8"
Width over posts	8' - 6"
Width over drip rail (extreme)	8' - 8"
Height from rail to top of floor	2'-8"
Height from floor to top of window rail	3'-8"
Height from rail to top of roof	11' - 6"
Height from rail to top of trolley wheels	11' - 10"
Floor construction	Wood
Roof construction	
Number of posts	

Actual Cost

Taken from Company Record Cards

Steel Body	$3,656.20
" Trucks	888.00
" Electric Equipment	2,055.50
" Miscellaneous Equipment	350.00
Total:	$6,949.70

Exhibit 11.

Exhibit 11.

Item	Estimated Weight	Material Specification and Class	No. of Pieces in Bulkhead	Weight of Material	Estimated Total Cost	Material Specification and Class	No. of Pieces in Bulkhead	Weight of Material
Sub Base - Bulkhead								
Bulkhead Steel	0 3,000				0 3,000			
Bulkhead Wire	2,000			0 -00	2,000		000	0 -00
Bulkhead Posts	0.00				0.00			
Trolley Base	0.00				0.00			
Trolley Base Insula	0.00		140	0.00	00.00			
Roof rod Canvas	140.00		140	000	0.00		140	0.00
Headlining Duck	00.00	Waite-Thresher Co., Akron O.			140.00	Square Point Silvers Pale Roof Canvas O.K.	140	000
Lumber Board	00.00		000	00.00	00.00			
Rubber Mat	14.00		000	00.00	00.00		000	00.00
Posts - Body	7.00				0.00		000	0.00
Posts - Corner Body	70.00				0.00			
Posts - Vestibule Corner	00.00		000	00.00	00.00			
Posts - Vestibule Center	00.00		000	14.00	00.00		000	00.00
Posts - Door	14.00	2 @ Sh.	000	0.00	00.00		000	14.00
Sash - Upper	00.00	2 @ Sh. = Sh.	000	0.00	14.00	2 @ Sh. = Sh.	000	00.00
Sash - Lower	00.00		000	00.00	00.00		000	0.00
Sash - Vestibule	40.00		000	00.00	00.00		000	00.00
Belt Rail	70.00		000	00.00	40.00		000	00.00
Side Sheeting	00.00		000	7.00	70.00		000	7.00
Vestibule Sheeting	00.00		000	00.00	00.00		000	00.00
Roof	00.00		000	00.00	00.00		000	00.00
Headlining	00.00		000	00.00	00.00		000	00.00
Floor	000.00		000	00.00	00.00		000	00.00
Deadlights	7.00		000	130.00	000.00		000	130.00
Headlights	00.00		000	0.00	7.00		000	0.00
Fenders	00.00		000	0.00	00.00		000	0.00
Trolley Retainers	00.00		000	00.00	00.00		000	00.00
Door Grids	0.00		000	0.00	00.00		000	0.00
Sash Operators	00.00				0.00			
Fenestration Hoppe-Iron	7.00		000	0.00	00.00		000	0.00
Painting	000.00	Complete Paint Job Sum.						
Floor Underneath	00.00				000.00		000	00.00
Door Retarder	00.00		000	0.00	00.00		000	00.00
Body Hangers	00.00		000	00.00	00.00		000	00.00

Exhibit 11.

(Exhibit) ... Telegraph ... FOR EXPLANATION OF CHANGES SEE: ... DATE SCANNED: ... 8, 1967

Item	CAP NO. 1967 Estimated Orig Cost	CAP NO. 1967 Replacements Required and Cost	CAP NO. 1967 % of Deprec. On Balance	CAP NO. 1967 Amount of Deprec.	CAP NO. 1944 Estimated Orig Cost	CAP NO. 1944 Replacements Required and Cost	CAP NO. 1944 % of Deprec. On Balance	CAP NO. 1944 Amount of Deprec.
CAR BODY - STEEL								
Headlining - Asbestos	$ 60.00		90%	$ 57.00	$ 60.00		95%	$ 54.00
Lights-Sockets and Globes	2.00		10%	.20	2.00		10%	.20
Illumination Glass-Side					60.00		70%	42.00
Illumination Glass-End					60.00		70%	42.00
Head Strips and Fittings	60.00				60.00		70%	42.00
Interior Trim	50.00		80%	35.00	60.00		80%	30.00
Sheet	60.00		10%	6.00	60.00		10%	6.00
Seats-Longitudinal					60.00			
Covering	100.00		90%	90.00	100.00			
Frame Jack	90.00				90.00		75%	84.00
Seats-Cross								
Covering								
Retention								
Battery (6 - Record.)	60.00		70%	70.00	60.00		75%	75.00
Coal Boxes	6.00		80%	6.00	8.00		80%	7.20
Side Sheathing - Asbestos	80.00		80%	4.00	80.00		80%	4.00
Floor Duck - Steel	80.00		60%	30.00	80.00		60%	30.00
Floor Duck - Covering								
Floor Platform Lead	80.00		80%	6.00	80.00		80%	6.00
Floor Platform Covering								
Curtains - Side	60.00		80%	60.00	60.00		80%	60.00
Bracket	60.00		80%	6.00	60.00		80%	6.00
Roof Protection	2000.00		80%	60.00	2000.00		80%	60.00
Ventilators	60.00		80%	60.00	60.00		80%	60.00
Doors	60.00		80%	60.00	60.00			
Trucks	60.00		80%	60.00	60.00		80%	60.00
Brake Shaft & Hanging	80.00		80%	60.00	80.00		80%	60.00
BRAKE EQUIPMENT								
Brake Cylinder	$ 60.00				$ 60.00			
Piping	100.00				100.00			
Valves - Triples	60.00		70%	$ 100.00	100.00		70%	$ 100.00
Valves - Cocks			80%	60.00	60.00		80%	60.00
Hoses - Brake	100.00		80%	80.00	100.00		80%	80.00
Hoses - Train								
Retainer Valves	60.00		60%	10.00	60.00		60%	10.00
Angle Cocks	2.00		10%	1.20	2.00		10%	1.20
Gauges - Electric	80.00		60%	10.00	80.00		60%	10.00
Gauges - Oil	60.00		60%	5.00	6.00		60%	3.60
Truck - Brakes	60.00		60%	14.00	60.00		60%	30.00
Brake Rigging	80.00		80%	60.00	80.00		80%	60.00
Slack Adjusters								
Turnbuckles	10.00		80%	8.00	10.00		60%	6.00
Bars								
Train Hoses	6.00		80%	8.00	6.00		80%	8.00
Hand Brake Shaft & Hanging	80.00		60%	10.00	80.00		80%	10.00
ELECTRIC EQUIPMENT								
Lightning Arrester	6.00		10%	.60	6.00		10%	.60
Switches	8.75		80%	1.13	8.75		80%	1.13
Controllers	200.00		80	10.00	200.00		80	10.00
Line Breaker								
Circuit Breaker	80.00							
Receptacle	80.00		80	1.00	80.00		80	1.00
Motors			80%	80.00	80.00		80%	80.00
Armature	600.00							
Fields	150.00				600.00			
Commutators	60.00				150.00			
Compensators	150.00				60.00			
Armature Bearings	14.00		80%	80.00	150.00		80%	12.00
Axle Bearings	84.00		60%	8.40	14.00		60%	8.40
			60%	9.00	84.00		60%	9.00

Exhibit 11.

Exhibit 11.

Exhibit 11.

(Continued) [illegible]

Item	Estimated Original Cost	Replacements Required and Cost	% of Depreciation to Balance	Amount of Depreciation	Estimated Original Cost	Replacements Required and Cost	% of Depreciation to Balance	Amount of Depreciation
ELECTRIC EQUIPMENT - Cont.								
Wheels	$ 120.00		[illegible]	$ 30.00	$ 120.00		[illegible]	$ 30.00
Trolleys	65.00		[illegible]	16.25	65.00		[illegible]	16.25
Pole Gears	65.00		[illegible]	16.25	65.00		[illegible]	16.25
Motor Gears	320.00		[illegible]	80.00	320.00		[illegible]	80.00
Cables	320.00		[illegible]	80.00	320.00		[illegible]	80.00
Car Lights	80.00		[illegible]	20.00	80.00		[illegible]	20.00
AIR EQUIPMENT								
Motors	5.00		[illegible]	.25	5.00		[illegible]	.25
Governor Valve & Cocks	20.00		[illegible]	5.00	20.00		[illegible]	5.00
Governor	20.00		[illegible]	5.00	20.00		[illegible]	5.00
Piping	20.00		[illegible]	5.00	20.00		[illegible]	5.00
Compressor	160.00		[illegible]	40.00	160.00		[illegible]	40.00
Reservoir Valve D-2	5.00		[illegible]	1.25	5.00		[illegible]	1.25
Safety Valves			[illegible]	.25	5.00		[illegible]	.25
Air Brake	20.00		[illegible]	5.00	20.00		[illegible]	5.00
Brake Cylinders	20.00		[illegible]	5.00	20.00		[illegible]	5.00
Miscellaneous	[illegible]				[illegible]			

No. of Motors 4 Type GE 68 H.P. 40

Controllers - No. 2 Type Multiple

Air Equipment Compressor - Gyramotor Make General Electric - General Electric Type GE-67 M.U.

Safety Appliances D-2 Governor Valve

Seating Capacity 48

Type Seats Transitional - Rattan

Weight of Car 49,000

GENERAL DIMENSIONS

Length over all including bumpers	41' - 3"
Length over vestibule sheathing	40' - 8"
Length of seat platform over vestibule sheathing	4' - 9"
Length over body corner posts	30' - 10"
Length of transverse seats	
Length of wheel base of truck	6' - 6"
Width over bumpers	7' - 9"
Width over posts	8' - 4"
Width over drip rail (extreme)	8' - 6"
Height from rail to top of floor	2'-1"
Height from floor to top of window seat	2'-7"
Height from rail to top of roof	11' - 0"
Height from rail to top of trolley boards	11' - 9½"
Post centres	2'-6"
Seat centres	
Truck centres	19' - 7"
Gauge of track	4' - 8½"
Diameter of wheels	24"
Height - Floor to Headlining	7' - 6"

Actual Cost

Taken from Company Records

Cost, Body	$8,434.50
" Trucks	500.00
" Electrical Equipment	2,085.35
" Miscellaneous Equipment	[illegible]
Total:	$8,949.70

Exhibit 11.

Car No. 1000 — Year Built 1911 — Date of Inspection March 8, 1937

Body Builder [illegible]

Truck Builder Pressed Steel

Motor Manufacturer General Electric Co.

No. of Motors 4 — Type 68 — H.P. 40

Controllers - No. 2 — Type [illegible]

Air Equipment [illegible] — Make Westinghouse - General Electric — Type [illegible]

Safety Appliances [illegible]

Seating Capacity [illegible]

Type Seats [illegible]

Weight of Car [illegible]

GENERAL DIMENSIONS

Length over all including bumpers	42' - 1"
Length over vestibule sheathing	40' - 8"
Length of each platform over vestibule sheathing	4' - 9"
Length over body corner posts	32' - 10"
Length of Transverse seats	
Length of wheel base of truck	4' - 6"
Width over bumpers	7' - 9"
Width over posts	8' - 6"
Width over dirt rail (extreme)	8' - 9"
Height from rail to top of floor	[illegible]
Height from floor to top of window post	[illegible]
Height from rail to top of post	11' - 6"
Height from rail to top of monitor [illegible]	13' - [illegible]
Truck centers	[illegible]
Motor centers	[illegible]
Length of motor	[illegible]

Actual Cost

Taken from Company Record-Cards

Cost Body	$6,000.00
" Trucks	000.00
" Electric Equipment	2,000.00
" Miscellaneous Equipment	000.00
Total:	$8,000.00

Note: Car Body- Channel conditions is unfit for passenger service.
Trucks- Axles slipping body rusted - unsafe for passenger service.
Motors- Should not be operated until they have a general overhauling.

Exhibit 11.

Items	Estimated Life in Years	Replacements Required and Cost	% of Expense to be Charged	Amount of Expense	Estimated Life in Years	Replacements Required and Cost	% of Expense to be Charged	Amount of Expense
CAR BODY - GENERAL								
Bonding - Axial	[illegible]				[illegible]			
Bonding - Body	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Bonding - Rail	[illegible]				[illegible]			
Bracket Arms	[illegible]				[illegible]			
Bracket Arm Sockets	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Brake Rod Carrier	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Ventilators Roof	[illegible]	10 Ven. Complete Installed			[illegible]	Ventilators, 000 Labor 00		
Bolster Board	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Bolster Rail	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Posts - Body	[illegible]				[illegible]			
Posts - Corner Body	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Posts - Vestibule Corner	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Posts - Vestibule Center	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Sash - Upper	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Sash - Lower	[illegible]	3 @ $0.00 = $11.25	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Sash - Vestibule	[illegible]	4 @ $0.00 = $24.00	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Sash Rail	[illegible]	3 @ $0.00 = $6.00	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Side Sheathing	[illegible]		[illegible]	[illegible]	[illegible]	4 @ $0.00 = $20.00	[illegible]	[illegible]
Vestibule Sheathing	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Steps	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Underframing	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Floor	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Headlights	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Fenders	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Window Guideways	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Roof Stays	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Sash Hooking	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Protection Steps-Iron			[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Painting	[illegible]				[illegible]			
Floor Underneath	[illegible]		[illegible]	[illegible]	[illegible]	Complete Paint Job $50.		
Body Interior	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Body Exterior	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
					[illegible]			

Exhibit 11.

(Revised)

[redacted]

Item	Estimated Orig. Cost	Replacements Required and Cost	# of Depre. in Balance	Amount of Depre.	Estimated Orig. Cost	Replacements Required and Cost	# of Depre. in Balance	Amount of Depre.
[redacted]								
[redacted]								

Exhibit 11.

Item	Estimated Orig. Cost	Replacements Required and Cost	# of Depre. in Balance	Amount of Depre.	Estimated Orig. Cost	Replacements Required and Cost	# of Depre. in Balance	Amount of Depre.
[redacted]								
[redacted]								

Exhibit 11.

(Continued) REPRODUCED ORIGINAL COST AND DEPRECIATED VALUE OF RETIREMENT CARS

(See 1A Supplement FOR EXPLANATION OF ORIGINAL COST. DATE STANDING March 9th, 1937

Item	CAR NO. 1949 Estimated Orig. Cost	Replacements Required and Cost	% of Deprec. On Balance	Amount of Deprec.	CAR NO. 1950 Estimated Orig. Cost	Replacements Required and Cost	% of Deprec. On Balance	Amount of Deprec.
TRUCKS & RIGGING - Cont.								
Ends	$ 100.00		50%	$ 50.00	$ 100.00		50%	$ 50.00
Platform	80.00		20%	16.00	80.00		20%	16.00
Door Tracks	80.00		20%	16.00	80.00		20%	16.00
Brake Shoes	100.00		75%	75.00	100.00		75%	75.00
Cables	100.00		50%	50.00	100.00		50%	50.00
Car circles	80.00		20%	16.00	80.00		20%	16.00
AIR EQUIPMENT								
Gauges	5.00		20%	1.00	5.00		20%	1.00
Engineer Valve & Handle	30.00		20%	6.00	30.00		20%	6.00
Governor	14.00		5% x	.70	14.00		5%	.70
Piping	80.00		50%	40.00	80.00		50%	40.00
Compressor	250.00		50%	125.00	250.00		50%	125.00
Reducing Valve 9-E	8.00		10%	.72	8.00		10%	.72
Feeder Valve								
Air Tanks	16.00		20%	16.40	16.00		20%	16.40
Brake Cylinder	80.00		20%	16.00	80.00		20%	16.00
Fittings								
Miscellaneous	120.00				120.00			

Exhibit 11.

Body Builder

Truck Builder

Motor Manufacturer

No. of Motors 4 Type [illegible] H.P. 50

Controllers - No. 8 Type [illegible]

Air Equipment Compressor - Westinghouse Make Westinghouse - Pantographs Type [illegible]

Safety Appliances Pull Cutter Emblazons

Seating Capacity 67

Type Seats Transverse - Rattan (Cars 5143 and 5147 have Gen. leather cover cushion)

Weight of Car 58,540

Length over all including buffers	48' - 0"
Length over vestibule diaphragm	48' - 0"
Length of car's platform over vestibule shielding	8' - 6"
Length over body corner posts	30' - 0"
Length of transverse seats	8'0"
Length of wheel base of truck	8' - 6"
Width over bumpers	9' - 11"
Width over roofs	8' - 2½"
Width over drip rail - Monitors	8' - 8"
Height from rail to top of roof	10'6"
Height from floor to top of window rail	8'½"
Height from rail to top of roof	10' - 7"
Height from rail to top of trolley boards	20' - 8"
Post centres	5'6"
Seat centres	3'½"
Truck centres	31' - 6"
Wheel of truck	4' - 8"
Diameter of wheels	33"
Sill at floor (8 Headlining	9' - 9½"

CAR NOS.

5127	5138
5128	5139
5129	5140
5130	5141
5131	5142
5132	5143
5133	5144
5134	5145
5136	5146
5136	5147
5137	5148
	5149

Actual Cost

Taken from Company Record Cards

Cost - Body & Trucks	$8,180.64
" Electric Equipment	3,108.80
" Air Brake Equipment	1,242.00
" Miscellaneous Equipment	186.62
Total:	$12,718.01

Exhibit 11.

Exhibit 11.

Exhibit 11.

(Continued) DETAILED ORIGINAL COST AND DEPRECIATED VALUE OF [illegible]

Sch. J-F FOR EXPLANATION OF ORIGINAL COST. DATE APPRAISED March 5, 1937

Item	Estimated Orig. Cost	Depreciation Required and Cost	% of Depreciation	Amount of Depreciation	Estimated Orig. Cost	Depreciation Required and Cost	% of Depreciation	Amount of Depreciation
CAR SHOPS								
Center Plates	$ 48.00				$ 48.00			
Brass	320.00		35%	$ 112.00	320.00		35%	$ 112.00
Axles - Driving	160.00		65%	104.00	160.00		65%	104.00
Axles - Pony								
Wheels - Driving	320.00		65%	208.00	320.00		65%	208.00
Wheels - Pony								
Journal Boxes	80.00		40%	32.00	80.00		40%	32.00
Journal Journals	80.00		40%	32.00	80.00		40%	32.00
Springs - Driving	64.00		30%	19.20	64.00		30%	19.20
Springs - Pony	64.00		30%	19.20	64.00		30%	19.20
Springs - Coil	5.00		45%	2.25	5.00		45%	2.25
Steel - Rubber	80.00		30%	24.00	80.00		30%	24.00
Brake Rigging	160.00		30%	48.00	160.00		30%	48.00
Work of Cutting	80.00		30%	24.00	80.00		30%	24.00
Painting								
Nuts								
Brass Shoes	5.00		30%	1.50	5.00		30%	1.50
Steel Brake Shaft & Fixings	40.00		30%	12.00	40.00		30%	12.00
ELECTRIC EQUIPMENT								
Lightning Arrester	7.00		30%	2.10	7.00		30%	2.10
Switches (Panel)	60.00		3%	1.80	60.00		3%	1.80
Conductors	400.00		3%	12.00	400.00		3%	12.00
Line Breaker	160.00		30%	48.00	160.00		30%	48.00
Circuit Breaker	120.00		3%	3.60	120.00		3%	3.60
Recorders	100.00		30%	30.00	100.00		30%	30.00
Motors								
Armature	500.00				500.00			
Fields	400.00				400.00			
Brushholders	60.00				60.00			
Commutators	200.00		30%	60.00	200.00		30%	60.00
Armature Bearings	80.00		30%	24.00	80.00		30%	24.00
Motor Suspension								

(Continued) DETAILED ORIGINAL COST AND DEPRECIATED VALUE OF [illegible]

Sch. J-F FOR EXPLANATION OF ORIGINAL COST. DATE APPRAISED March 5, 1937

Item	Estimated Orig. Cost	Depreciation Required and Cost	% of Depreciation	Amount of Depreciation	Estimated Orig. Cost	Depreciation Required and Cost	% of Depreciation	Amount of Depreciation
ELECTRIC EQUIPMENT - Cont.								
Gears	$ 160.00		30%	$ 48.00	$ 160.00		30%	$ 48.00
Pinions	80.00		30%	24.00	80.00		30%	24.00
Axle Caps	120.00		30%	36.00	120.00		30%	36.00
Axle Caps	100.00		30%	30.00	100.00		30%	30.00
Cables	320.00		30%	96.00	320.00		30%	96.00
Car Lines	160.00		30%	48.00	160.00		30%	48.00
AIR EQUIPMENT								
Brakes (Double)	32.00		10%	3.20	32.00		10%	3.20
Emergency Valve & Reservoir	160.00		30%	48.00	160.00		30%	48.00
Governor	24.00		10%	2.40	24.00		10%	2.40
Piping	800.00		30%	240.00	800.00		30%	240.00
Compressor	600.00		30%	180.00	600.00		30%	180.00
Reducing Valve-Sub E	80.00		30%	24.00	80.00		30%	24.00
Valve Valves								
Air Tanks	40.00		30%	12.00	40.00		30%	12.00
Brake Cylinder	80.00		30%	24.00	80.00		30%	24.00
Angle Cock Valves	80.00		30%	24.00	80.00		30%	24.00
Gauges	80.00		30%	24.00	80.00		30%	24.00
Hose Valves (2)	24.00		30%	7.20	24.00		30%	7.20
Quick Release Valve	24.00		30%	7.20	24.00		30%	7.20
Portable Hand Valve (Reservoir)	160.00		30%	48.00	160.00		30%	48.00
Estimated Tot. Orig. Cost	$20,497.12	$0.00		$5,999.00	$20,497.12	$0.00		$5,154.00
Salvage	2,000.12				2,000.00			
Present Cost Repro. Value	$ 2,000.00				$ 2,000.00			
If Allowance is Considered Low in Your Opinion	$ 2,000.00				$ 2,000.00			

Exhibit 11.

Exhibit 11.

ESTIMATED ORIGINAL COST AND DEPRECIATED VALUE OF [redacted]

Date 1-F FOR EXPLANATION OF ORIGINAL COST. DATE EXAMINED March 8, 1937

Item	Estimated Orig. Cost	Replacements Required and Cost	% of Deprec. On Balance	Amount of Deprec.	Estimated Orig. Cost	Replacements Required and Cost	% of Deprec. On Balance	Amount of Deprec.
Coal Dept - Surface:								
Building (Coal)	$ 5.00		70%	$ 3.50	$ 5.00		70%	$ 3.50
Building Shed	6.00				6.00			
Building Tool	10.00				10.00			
Building Shed	25.00		70%	5.00	25.00		70%	5.00
Building Shed Repairs	8.00		70%	1.60	8.00		70%	1.60
Roof and Chutes	140.00	Repairs & Paint $5.00			145.00	Repairs & Paint $5.00		
Tool(Coal)Shed mill	300.00		70%	60.00	300.00		70%	60.00
Lumber Shed	40.00		40%	37.00	40.00		70%	28.00
Water Well (Shed)	20.00		70%	4.00	20.00		70%	4.00
Tools - Duty (Shed)	400.00		70%	280.00	400.00		70%	280.00
Tools - Carpet Duty	300.00				300.00			
Tools - Portable Carpet	20.00		40%	20.00	20.00		70%	14.00
Tools - Portable Duster	20.00		70%	20.00	20.00		70%	14.00
Desk - Timer	300.00		70%	21.00	300.00		70%	21.00
Desk - Lower	300.00		40%	90.00	300.00		40%	90.00
Desk - Portable	20.00		40%	20.00	20.00		40%	20.00
Bill Bill	40.00		70%	28.00	40.00		70%	28.00
Wire Shelving	147.00		70%	70.00	147.00		70%	70.00
Portable Shelving	20.00		70%	5.00	20.00		70%	5.00
Doors	300.00	3 Doors @ $10.00	70%	21.00	300.00		70%	21.00
Refrigerator	300.00		40%	300.00	300.00		40%	120.00
Stove	20.00		70%	5.00	20.00		70%	4.00
Scales(Old)	20.00		70%	5.00	20.00		70%	5.00
Radios	20.00		70%	10.00	20.00		70%	10.00
Desk(or Cabinet)	20.00		70%	14.00	20.00		70%	14.00
Roof Shed	6.00				6.00			
Roof Shelter								
Combination Stove-Iron								
Building	300.00		70%	90.00	300.00		70%	90.00
Floor Refrigerator	20.00		40%	20.00	20.00		70%	20.00
Duty Heater	20.00		40%	20.00	20.00		40%	20.00
Tool Shelves	20.00				20.00		70%	14.00
Wooden Boards	20.00		70%	6.00	20.00		70%	6.00

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Item	Estimated Orig. Cost	Replacements Required and Cost	% of Deprec. On Balance	Amount of Deprec.	Estimated Orig. Cost	Replacements Required and Cost	% of Depreciation On Balance	Amount of Depreciation
Coal Dept - Surface:								
Building - Engine	$ 60.00		70%	$ 35.00	$ 60.00		70%	$ 35.00
Engine-Boilers and Stokes	40.00		70%	8.00	40.00		70%	8.00
Dismantled Steam-Hoist	300.00		70%	60.00	300.00		70%	60.00
Dismantled Steam-Fan	300.00		70%	60.00	300.00		70%	60.00
Coal Chutes and Fittings	80.00		70%	20.00	80.00		70%	20.00
Interior Trim	300.00		70%	80.00	300.00		70%	80.00
Shaft	300.00				300.00			
Outer-Localities:								
Covering	300.00		70%	210.00	300.00		70%	30.00
Frame Work	40.00				40.00			
Outs-Cover								
Covering	307.72		70%	30.00	307.72		70%	30.00
Structure	300.00		70%	300.00	300.00		70%	300.00
Outers [3] - Hall	300.00		70%	300.00	300.00		70%	300.00
Rail Lever	20.00		70%	8.00	20.00		70%	8.00
Pole Shedding - Approach	80.00		70%	20.00	80.00		70%	20.00
Floor Duty - Coal	77.77		70%	60.00	77.77		70%	60.00
Floor Duty - Covering								
Floor Platform and								
Floor Platform Covering								
Carbide - Hole	300.00		70%	60.00	300.00		70%	60.00
Property	20.00		70%	7.00	20.00		70%	7.00
Last Dedication Locomotive Engine	300.00		70%	300.00	300.00		70%	300.00
Shavings	40.00				40.00			
Shop	50.00		70%	35.00	50.00		70%	35.00
Blacksmith Shops	5.00		70%	.00	5.00		70%	.00
Engineers	60.00		70%	60.00	60.00		70%	60.00
Miscellaneous Machines	300.00				300.00			
Assembly Shed	8.00				8.00			

Exhibit 11.

(Continued) ESTIMATED ORIGINAL COST AND DEPRECIATED VALUE OF [redacted]

(See 1-E FOR EXPLANATION OF ORIGINAL COST. DATE ASSUMED March 4, 1937

Item	GAS NO. 5589 Estimated Orig.Cost	Replacements Required and Cost	% of Depres. On Balance	Amount of Depres.	GAS NO. 5590 Estimated Orig.Cost	Replacements Required and Cost	% of Depres. On Balance	Amount of Depres.
GAS TRUCKS								
Bradley Pickup	$ 65.00				$ 65.00			
Ford	300.00		75%	$ 300.00	300.00		75%	$ 300.00
Atlas - Service	140.00		75%	140.00	140.00		75%	140.00
Atlas - Flat								
Chevie - Service	300.00		75%	60.00	300.00		75%	60.00
Chevie - Flat								
Internal Dump	90.00		40%	36.00	90.00		40%	36.00
Internal Roadster	30.00		10%	3.00	30.00		10%	3.00
Terraat - Service	80.00		40%	32.00	80.00		40%	32.00
Terraat - Roll	5.00		40%	2.00	5.00		40%	2.00
Truck - Service	80.00		75%	60.00	80.00		75%	60.00
Dump Wagons	140.00		40%	56.00	140.00		40%	56.00
Sleet of Trailers	90.00		10%	9.00	90.00		10%	9.00
Tractors								
Mare								
Horse Shoes	5.00		75%	3.75	5.00		75%	3.75
Hand Brake Shaft & Gearing	65.00		75%	50.00	65.00		75%	50.00
ELECTRIC EQUIPMENT								
Lightning Arrester	5.00		10%	50	5.00		10%	50
Outdoor (Small)	30.00		5%	1.50	30.00		5%	1.50
Switchboard	600.00		5%	30.00	600.00		5%	30.00
Line Breaker	180.00		25%	45.00	180.00		40%	90.00
Current Breaker	10.00		5%	.50	10.00		5%	.50
Recorders	125.00		40%	50.00	125.00		40%	50.00
Meters								
Ammeters	200.00				200.00			
Pitots	600.00				600.00			
Transformers	90.00				90.00			
[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]
[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]

Exhibit 11.

(Continued) [redacted] (See 1-E FOR EXPLANATION OF ORIGINAL COST. DATE ASSUMED March 4, 1937

Item	GAS NO. 5589 Estimated Orig.Cost	Replacements Required and Cost	% of Depres. On Balance	Amount of Depres.	GAS NO. 5590 Estimated Orig.Cost	Replacements Required and Cost	% of Depres. On Balance	Amount of Depres.
ELECTRIC EQUIPMENT - Cont.								
Meters	$ 300.00		40%	$ 120.00	$ 300.00		40%	$ 120.00
Pressure	80.00		40%	32.00	80.00		40%	32.00
Heat Meters	100.00		40%	40.00	100.00		40%	40.00
Meter Boxes	250.00		40%	100.00	250.00		40%	100.00
Cables	100.00		40%	40.00	100.00		40%	40.00
Gas Lines	100.00		40%	40.00	100.00		40%	40.00
AIR EQUIPMENT								
Gauges (Double)	25.00		10%	2.50	25.00		10%	2.50
Receiver Tanks & Double Tube	100.00		10%	10.00	100.00		10%	10.00
Governor	30.00		5%	1.50	30.00		5%	1.50
Piping	200.00		10%	100.00	200.00		10%	100.00
Compressor	200.00		10%	200.00	200.00		10%	100.00
Receiver Tanks Sub X	50.00		10%	5.00	50.00		10%	5.00
Water Valves								
Air Tanks	65.00		10%	6.50	65.00		10%	6.50
Brake Cylinder	30.00		10%	3.00	30.00		10%	3.00
Compressor Gas Valves	40.00		10%	4.00	40.00		10%	4.00
Miscellaneous	300.00				300.00			
Water Valves (2)	10.00		10%	1.00	10.00		10%	1.00
Quick Release Valve	10.00		10%	1.00	10.00		10%	1.00
Portable Steel Tube (Complete)	300.00		10%	30.00	300.00		10%	30.00
Horizontal Tot. Brid. Gas:	$10,000.00	$500.00		$5,000.00	$10,000.00	$0.00		$5,000.00
Pulsations	2,000.00				2,000.00			
Present Well Service Value	$8,000.00				$ 8,000.00			
If Abandonment is Considered Due to Gas Line Corp.	$8,000.00				$ 8,000.00			

Exhibit 11.

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Exhibit 11.

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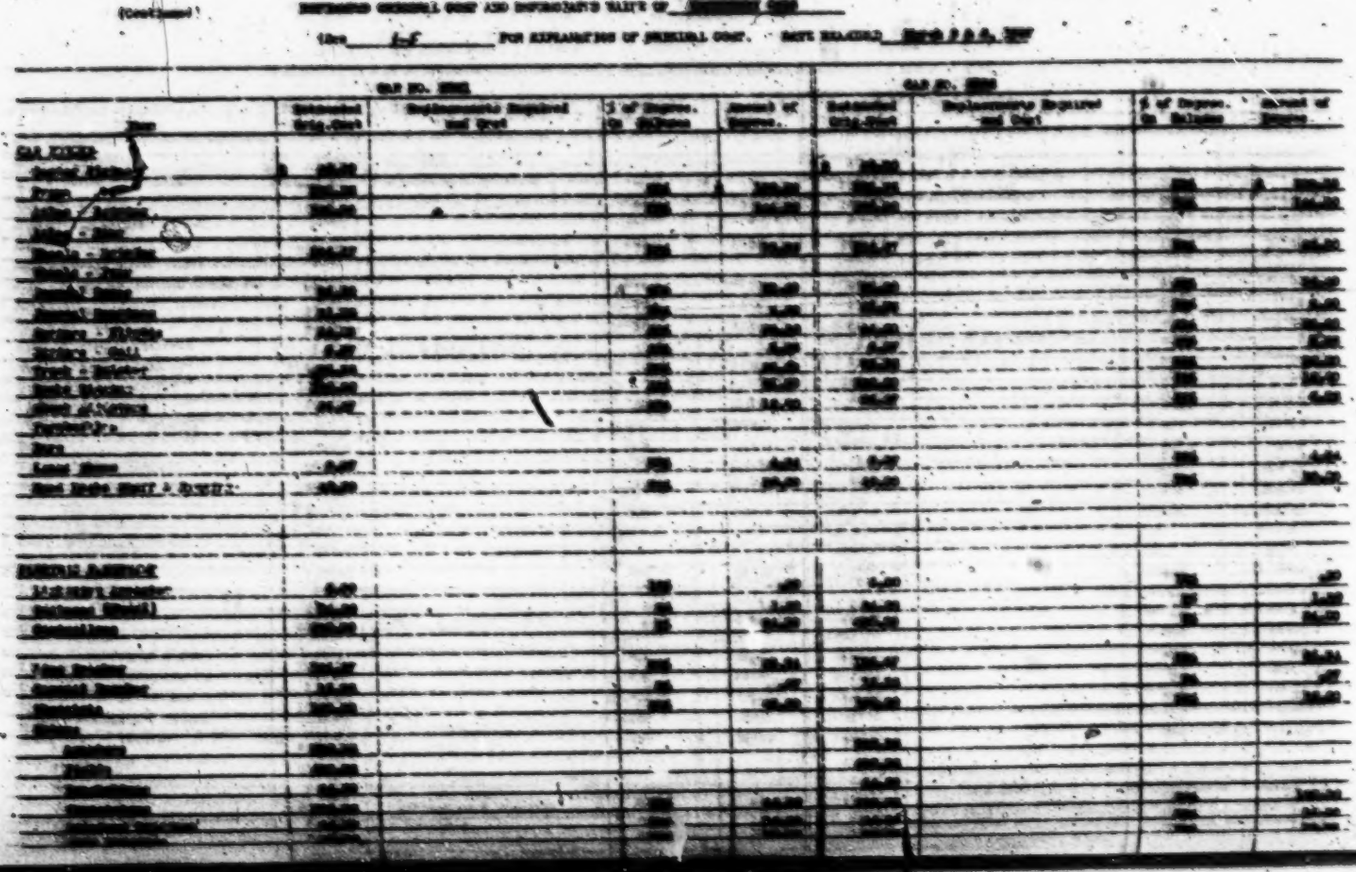


Exhibit 11.

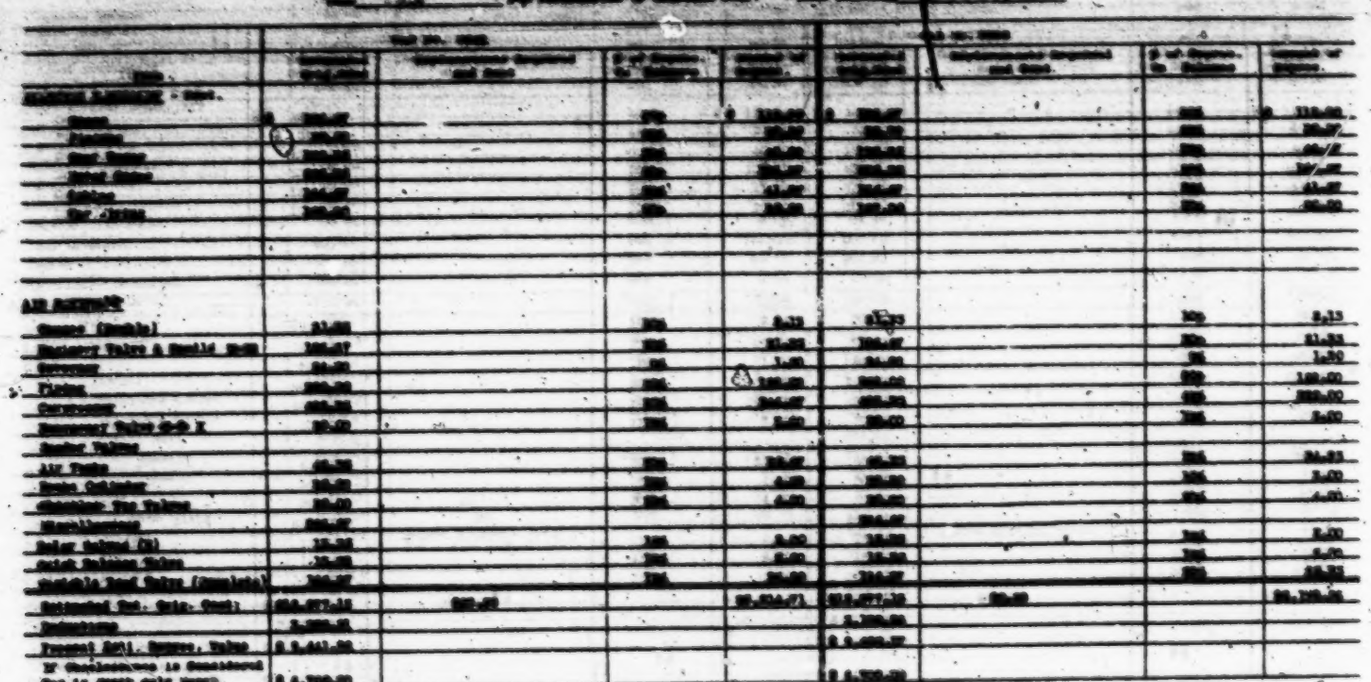


Exhibit 11.

Exhibit 11.

REPLACEMENT ORIGINAL COST AND DEPRECIATED VALUE OF [redacted]

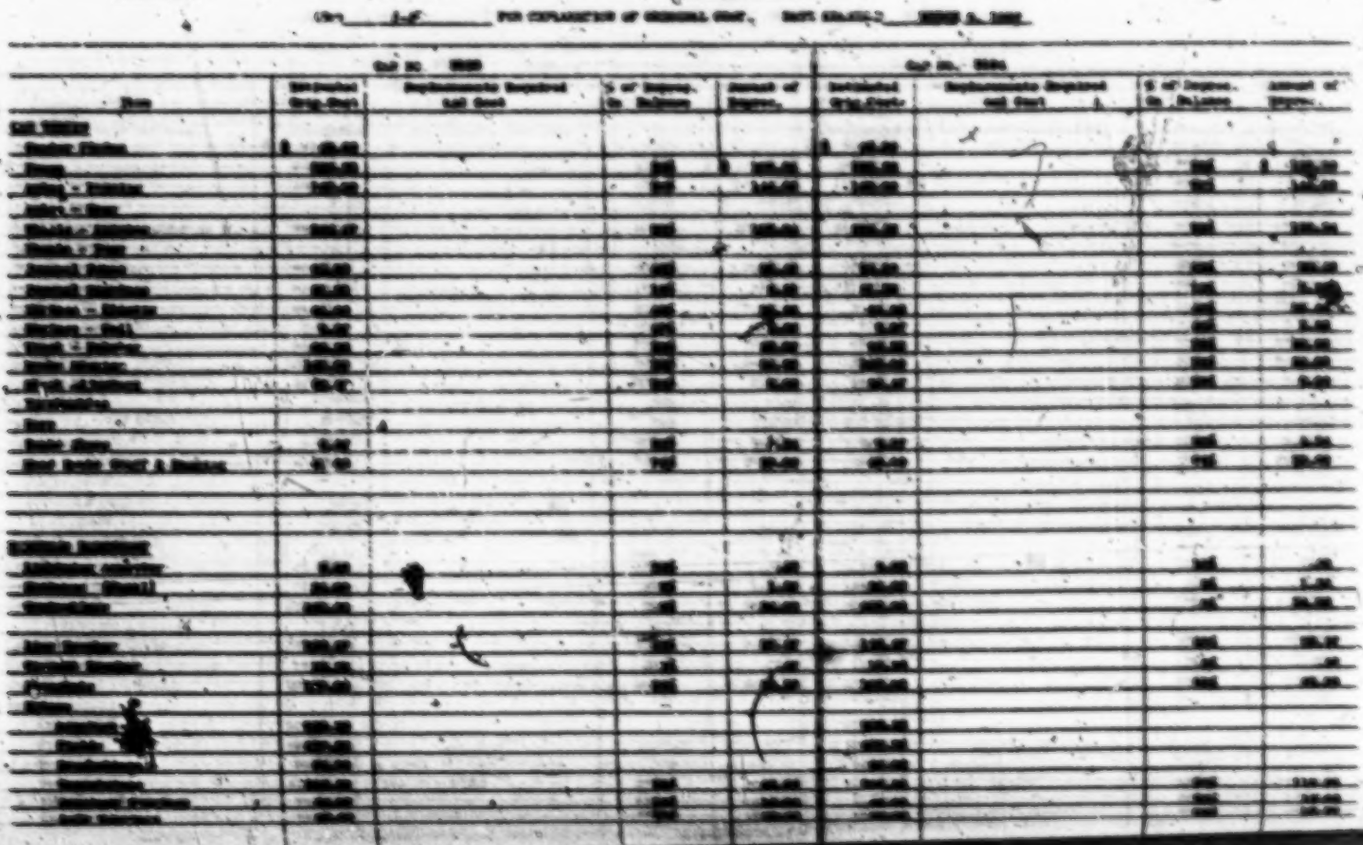
(See 1-F FOR EXPLANATION OF ORIGINAL COST. DATE EXAMINED [redacted]

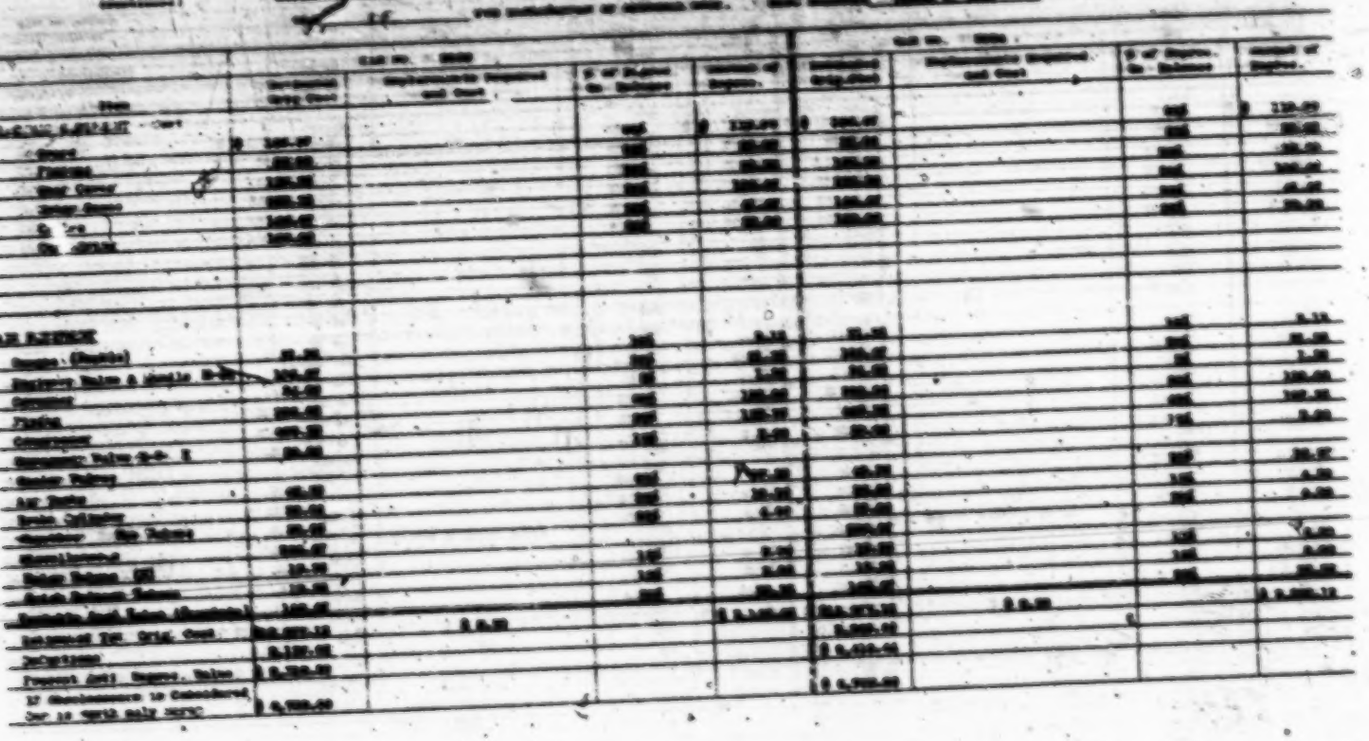
Item	Estimated Orig. Cost	Replacements Required and Cost	% of Depreciation	Amount of Depreciation	Estimated Orig. Cost	Replacements Required and Cost	% of Depreciation	Amount of Depreciation
CAR UNIT - DRIVING:								
Steering Wheel	$ 5.00		50%	$ .00	$ 5.00		50%	$ .00
Steering Post	4.00				4.00			
Steering Pole	10.00				10.00			
Pedal Shaft	20.00		10%	2.00	20.00		10%	2.00
Pedal Shaft Bearing	8.00		10%	1.00	8.00		10%	1.00
Roof and Canvas	240.00	Canvas & Paint $8.00			240.00	Canvas & Paint $8.00		
Ventilator (Upper Sash)	100.00		20%	20.00	100.00		20%	20.00
Letter Board	44.00		30%	13.20	44.00		30%	13.20
Door Sill (Steel)	30.00		10%	3.00	30.00		10%	3.00
Posts - Body (Steel)	600.00		30%	180.00	600.00		30%	180.00
Posts - Corner Body	300.00				300.00			
Posts - Vestibule Corner	70.00		20%	14.00	70.00		20%	14.00
Posts - Vestibule Center	50.00		20%	10.00	50.00		20%	10.00
Sash - Upper	104.00		30%	31.20	104.00		30%	31.20
Sash - Lower	100.00		40%	40.00	100.00		40%	40.00
Sash - Vestibule	50.00		20%	10.00	50.00		20%	10.00
Belt Rail	40.00		20%	8.00	40.00		20%	8.00
Side Sheathing	107.00		10%	10.00	107.00		10%	10.10
Vestibule Sheathing	30.00		20%	6.00	30.00		10%	3.00
Doors	200.00		20%	40.00	200.00		20%	40.00
Underframing	300.00		60%	180.00	300.00		60%	180.00
Steps	50.00		20%	10.00	50.00		20%	10.00
Platforms	30.00		20%	6.00	30.00		20%	6.00
Roofing	60.00		20%	12.00	60.00		20%	12.00
Trolley Guide Bars	50.00		10%	5.00	50.00		10%	5.00
Roof Hinge	6.00				6.00			
Grab Handles								
Destination Signs-Iron								
Paintings	200.00		10%	20.00	200.00		10%	20.00
Floor Underside	97.00		20%	19.40	97.00		20%	19.40
Seat Lumber	140.00		20%	28.00	140.00		20%	28.00
Seat Uprights	100.00		20%	20.00	100.00		20%	20.00

Exhibit 11.

(See 1-F FOR EXPLANATION OF ORIGINAL COST. DATE EXAMINED [redacted]

Item	Estimated Orig. Cost	Replacements Required and Cost	% of Depreciation	Amount of Depreciation	Estimated Orig. Cost	Replacements Required and Cost	% of Depreciation	Amount of Depreciation
CAR UNIT - DRIVING:								
Ventilator - Lower	$ 94.00		20%	$ 18.80	$ 94.00		20%	$ 18.80
Letter-Pockets and Glass	41.00		10%	4.10	41.00		10%	4.10
Destination Signs-Side	100.00		40%	40.00	100.00		40%	40.00
Destination Signs-End	100.00		40%	40.00	100.00		40%	40.00
Hand Straps and Fittings	90.00		40%	36.00	90.00		40%	36.00
Interior Trim	240.00		40%	96.00	240.00		40%	96.00
Gauge	100.00				100.00			
Seats-Individual								
Covering	182.00		40%	80.80	182.00		40%	72.80
Frame Work	44.00				44.00			
Back Seats								
Covering	107.75		20%	42.00	107.75		40%	43.00
Upholstery	260.00		20%	104.00	260.00		40%	104.00
Mirrors (24 Only)	200.00		20%	100.00	200.00		20%	100.00
Coal Boxes	90.00		20%	0.00	90.00		20%	0.00
Side Sheathing - Outside	30.00		20%	10.00	30.00		20%	10.00
Roof Body - Steel	71.75		20%	40.04	71.75		20%	40.00
Floor Body - Covering								
Floor Platform Wood								
Floor Platform Covering								
Curtains - Side	200.00		20%	40.00	200.00		20%	40.00
Hangers	70.00		10%	7.00	70.00		10%	7.00
Door Mechanism Vestibule engines	750.00		20%	240.00	750.00		20%	240.00
Sheathing	40.00				40.00			
Jumps	80.00		20%	16.00	80.00		20%	16.00
Vestibule Doors	0.00		10%	.00	0.00		10%	.00
Registers	80.00		20%	40.00	80.00		20%	40.00
Miscellaneous Fixtures	100.00				100.00			
Operator's Stool	0.00				0.00			





ESTIMATED ORIGINAL COST AND DEPRECIATED VALUE OF [redacted]

Date 1-f FOR EXPLANATION OF ORIGINAL COST. DATE APPRAISED [redacted]

Item	Estimated Orig. Cost	Replacements Required and Cost	% of Deprec. On Balance	Amount of Deprec.	Estimated Orig. Cost	Replacements Required and Cost	% of Deprec. On Balance	Amount of Deprec.
Old Mill - Cornin:								
Working Pool	$ 5.00		[redacted]	$ .00	$ 5.00		[redacted]	$ .00
Working Buoy	4.00				4.00			
Working Pole	10.00				10.00			
Working Dam	85.07		10%	8.50	85.07		10%	8.50
Working Dam Bottle	5.00		10%	1.00	5.00		10%	1.00
Roof and Comps	240.00	Pumps & Poles $5.00			240.00	Pumps & Poles $5.00		
Ventilators (Four Drill	100.00		20%	20.00	100.00		20%	20.00
Letter Board	44.00		30%	13.20	44.00		30%	13.20
Drive Belt (Steel)	20.07		10%	2.00	20.07		10%	2.00
Pumps - Belt (Steel)	480.07		30%	144.07	480.07		30%	144.07
Pumps - Corner Belt	100.07				100.07			
Pumps - Vertitals Center	80.00		40%	16.00	80.00		40%	32.00
Pumps - Vertitals Center	80.00		40%	32.00	80.00		40%	32.00
Sash - Steel	100.00		20%	20.00	100.00		20%	20.00
Sash - Lower	100.00		40%	40.00	100.00		40%	40.00
Sash - Vertitals	20.07		40%	12.07	20.07		40%	12.07
Belt Rail	40.00		20%	8.00	40.00		20%	8.00
Skin Sheathing	107.00		10%	10.10	107.00		10%	10.10
Vertitals Sheathing	20.00		10%	2.00	20.00		10%	2.00
Doors	100.07		20%	20.01	100.07		20%	20.01
Interfronts	200.00		50%	100.00	200.00		50%	100.00
Steps	20.07		20%	4.00	20.07		20%	14.07
Vertitals	20.00		30%	6.07	20.00		30%	6.07
Pockets	20.07		20%	10.00	20.07		20%	10.00
Vertical Jointers	20.00		10%	2.00	20.00		10%	2.00
Roof Steps	4.00				4.00			
Sash Vertics								
Ventilation Steps-Iron								
Painting	200.00		10%	20.00	200.00		10%	20.00
Floor Underneath	87.00		40%	20.00	87.00		40%	69.77
Roof Covering	40.07		20%	20.00	40.07		20%	20.00
Main Entrance	40.00				40.00			
Window Vertics	40.00		10%	4.00	40.00		10%	3.20

(Continued)

ESTIMATED ORIGINAL COST AND DEPRECIATED VALUE OF [redacted]

Date 1-f FOR EXPLANATION OF ORIGINAL COST. DATE APPRAISED [redacted]

Item	Estimated Orig. Cost	Replacements Required and Cost	% of Deprec. On Balance	Amount of Deprec.	Estimated Orig. Cost	Replacements Required and Cost	% of Deprec. On Balance	Amount of Deprec.
Old Mill - [redacted]								
Dwelling - Apparts	$ 80.00		20%	$ 16.00	$ 80.00		20%	$ 16.00
Lights-Offices and Globes	25.00		10%	2.50	25.00		10%	2.50
Elevations Steps-Side	140.07		50%	69.75	140.07		50%	69.75
Elevations Steps-End	140.07		50%	69.75	140.07		50%	69.75
Road Steps and Fittings	80.07		40%	32.07	80.07		40%	32.07
Interior Trim	200.07		10%	20.07	200.07		10%	20.07
Glass	100.00				100.00			
Posts-Longitudinal								
Covering	120.00		40%	28.04	120.00		40%	28.04
Frame Work	44.00				44.00			
Posts-Cross								
Covering	107.72		40%	43.09	107.72		40%	43.09
Enclosing	210.00		50%	105.07	210.00		50%	105.07
Doors (14 Old)	200.00		50%	100.00	200.00		50%	100.00
Roof Beams	20.00		20%	4.00	20.00		20%	4.00
Side Sheathing - Apparts	80.20		20%	16.20	80.20		20%	16.20
Floor Body - Wood	71.72		40%	40.01	71.72		40%	40.01
Floor Body - Covering								
Floor Platform Wood								
Floor Platform Covering								
Engines - Side	200.00		20%	40.00	200.00		20%	40.00
Burners	70.20		10%	7.20	70.20		10%	7.20
Over Enclosing Including engines	700.00		20%	140.00	700.00		20%	140.00
Connections	40.07				40.07			
Gauge	20.00		70%	14.00	20.00		70%	14.00
Wastehold Pipes	5.20		10%	.00	5.20		10%	.00
Engineers	80.00		70%	60.00	80.00		70%	60.00
Miscellaneous Furniture	100.07				100.07			
Operator's Stool	5.01				5.01			

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Exhibit 11.

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Exhibit 11.

(Continued) ESTIMATED ORIGINAL COST AND DEPRECIATED VALUE OF [illegible]

(See 1-F FOR EXPLANATION OF ORIGINAL COST. DATE EXAMINED [illegible]

Item	Cal No. 5130 Estimated Orig.Cost	Replacements Required and Cost	% of Depree. On Balance	Amount of Depree.	Cal No. 5204 Estimated Orig.Cost	Replacements Required and Cost	% of Depree. On Balance	Amount of Depree.
CAR BODIES								
Fender Fixtures	$ 49.00				$ 49.00			
Frame	[illegible]		[illegible]	$ [illegible]	[illegible]		[illegible]	$ [illegible]
Axles - Bearing	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Axles - Body							[illegible]	[illegible]
Wheels - Bearing	[illegible]		[illegible]	[illegible]	[illegible]			
Wheels - Body							[illegible]	[illegible]
Journal Boxes	[illegible]		[illegible]	[illegible]	[illegible]			
Journal Bearings	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Springs - Bearing	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Springs - Body	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Truck - Bolster	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Truck Bolsters	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Truck Pedestals	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Roofs								
Steel Roofs	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Steel Roofs Roof & Flooring	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
ELECTRIC EQUIPMENT								
Lightning Arrester	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Antenna (Panel)	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Controllers	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Line Breaker	[illegible]		[illegible]	[illegible]	[illegible]			
Current Breaker	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Receptacle	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Motors							[illegible]	[illegible]
Armature	[illegible]				[illegible]			
Fields	[illegible]				[illegible]			
Ventilating	[illegible]				[illegible]			
Transformers	[illegible]				[illegible]			
Armature Reverser	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Motor Generator	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]

Exhibit 11.

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(Continued) ESTIMATED ORIGINAL COST AND DEPRECIATED VALUE OF [illegible]

(See [illegible] FOR EXPLANATION OF ORIGINAL COST. DATE EXAMINED [illegible]

Item	Cal No. 5130 Estimated Orig.Cost	Replacements Required and Cost	% of Depree. On Balance	Amount of Depree.	Cal No. 5204 Estimated Orig.Cost	Replacements Required and Cost	% of Depree. On Balance	Amount of Depree.
ELECTRIC EQUIPMENT - Conv.								
Heavy	$ [illegible]		[illegible]	$ [illegible]	$ [illegible]		[illegible]	$ [illegible]
Fixture	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Car Cover	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Motor Cover	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Cables	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Car Wire	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
AIR EQUIPMENT								
Valves (Recvie)	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Relief Valve & Handle M-26	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Governor	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Pumps	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Compressors	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Emergency Valve Type K	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Brake Valves								
Air Pumps	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Brake Cylinder	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Emergency Cut Valves	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Miscellaneous	[illegible]				[illegible]			
Relay Valve (E)	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Quick Release Valve	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Variable Load Valve (Complete)	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Estimated Tot. Orig. Cost:	$ 12,877.13	$ 0.50		$ 3,118.00	$ [illegible]	$ 0.50		$ [illegible]
Deductions:	3,127.00				[illegible]			
Present Depr. Depree. Value	$ 9,580.04				$ [illegible]			
If Locomotive is Considered Car is worth only	$ 6,700.00				$ [illegible]			

Exhibit 11.

Exhibit 11.

ESTIMATED ORIGINAL COST AND DEPRECIATED VALUE OF [illegible]

Item [illegible] FOR SEPARATION OF ORIGINAL COST. Date Examined March 8, 1937

Item	Car No. 9997 Estimated Orig. Cost	Car No. 9997 Replacements Required and Cost	Car No. 9997 % of Depre. On Balance	Car No. 9997 Amount of Depre.	Car No. 9998 Estimated Orig. Cost	Car No. 9998 Replacements Required and Cost	Car No. 9998 % of Depre. On Balance	Car No. 9998 Amount of Depre.
Car BODY - OUTSIDE:								
Trolley Jacks	$ 9.00		30%	$ 2.70	$ 9.00		30%	$ 2.70
Trolley Harp	4.00				4.00			
Trolley Pole	10.00				10.00			
Trolley Base	20.00				20.00			
Trolley Base Wheels	6.00		30%	1.80	20.00		30%	6.00
Roof and Canvas	243.00		30%	72.90	24.00		30%	7.20
Ventilators (Each - Small)	120.00				240.00	Changed & Raised $6.00		
Letter Boxes	40.00		30%	12.00	120.00		30%	36.00
Gate Rail (Small)	35.00		30%	10.50	40.00		30%	12.00
Posts - Body (Small)	200.00		30%	6.00	35.00		30%	10.50
Posts - Corner Body	320.00		30%	96.00	200.00		30%	6.00
Posts - Vestibule Corner	80.00		30%	24.00	320.00		30%	96.00
Posts - Vestibule Center	80.00		30%	24.00	80.00			
Sash - Upper	320.00		30%	96.00	80.00		30%	24.00
Sash - Lower	320.00		30%	96.00	320.00		30%	96.00
Sash - Vestibule	80.00		30%	24.00	320.00		30%	96.00
Belt Rail	40.00	2 @ $5.00 = $10.00	30%	3.00	80.00		30%	24.00
Side Sheathing	320.00		30%	12.00	40.00		30%	12.00
Vestibule Sheathing	80.00		30%	96.00	320.00		30%	96.00	
Roofing	320.00		30%	24.00	80.00		30%	24.00
Underframe	320.00		30%	96.00	320.00		30%	96.00
Steps	80.00		30%	24.00	320.00	1 Section @ $10.00	30%	96.00
Headlights	30.00		30%	9.00	80.00		30%	24.00
Fenders	80.00		30%	24.00	30.00		30%	9.00
Trolley Cathers	80.00		30%	24.00	80.00		30%	24.00
Roof Steps	40.00		30%	12.00	80.00		30%	24.00
Car Signals					40.00			12.00
Destination Signs-Iron								
Painting								
Floor Underneath	320.00		30%	96.00	320.00			
Body Painting	320.00		30%	96.00	320.00		30%	96.00
Roof Painting	320.00		30%	96.00	320.00		30%	96.00
Body Lettering	320.00		30%	96.00	320.00		30%	96.00
[illegible]	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]

Exhibit 11.

[illegible] FOR SEPARATION OF ORIGINAL COST. Date Examined March 8, 1937

Item	Car No. 9997 Estimated Orig. Cost	Car No. 9997 Replacements Required and Cost	Car No. 9997 % of Depre. On Balance	Car No. 9997 Amount of Depre.	Car No. 9998 Estimated Orig. Cost	Car No. 9998 Replacements Required and Cost	Car No. 9998 % of Depre. On Balance	Car No. 9998 Amount of Depre.
Car BODY - INSIDE:								
Headlining - Monitor	$ 24.00		30%	$ 14.40	$ 24.00		30%	$ 14.40
Lights, Sockets and Globes	20.00		30%	6.10	20.00		30%	6.10
Illumination Signs-Side	320.00		30%	96.00	320.00		30%	96.00
Illumination Signs-End	320.00		30%	96.00	320.00		30%	96.00
Hand Straps and Fittings	80.00		30%	24.00	80.00		30%	24.00
Interior Trim	256.00		30%	76.80	256.00		30%	76.80
Glass	384.00		30%	96.00	384.00		30%	96.00
Seats-Longitudinal:								
Covering	132.00		40%	52.80	132.00		40%	52.80
Frame Work	44.00				44.00			
Seats-Cross								
Covering	107.73		40%	43.09	107.73		40%	43.09
Framework	266.33		40%	106.67	266.33		40%	106.67
Lavatory(14 Gold)	500.00		30%	100.00	500.00		30%	100.00
Sand Urns	30.00		30%	9.00	30.00		30%	9.00
Side Sheathing - Agasote	66.33		30%	13.33	66.33		30%	13.33
Floor Body - Wood	71.73		40%	28.69	71.73		40%	28.69
Floor Body - Composite								
Floor Platform Wood								
Floor Platform Covering								
Curtains - Silk	220.00		30%	66.00	200.00		30%	60.00
Runners	75.33		10%	7.53	75.33		10%	7.53
Door Mechanism (Including engines)	700.00		30%	210.00	700.00		30%	210.00
Steerhorse	65.67				65.67			
Gongs	24.00		75%	18.00	24.00		75%	18.00
Fiberboard Lining	9.33		10%	.93	9.33		10%	.93
Sanitaire	80.00		75%	60.00	80.00		75%	60.00
Miscellaneous Hardware	166.67				166.67			
Operator's Stool	9.00				9.00			

(Continued) ESTIMATED ORIGINAL COST AND DEPRECIATED VALUE OF [illegible]

(See 1-F FOR EXPLANATION OF ORIGINAL COST. DATE APPRAISED: [illegible]

Item	CAR NO. [illegible] Estimated Orig. Cost	Replacements Required and Cost	% of Depreciation Balance	Amount of Depreciation	CAR NO. [illegible] Estimated Orig. Cost	Replacements Required and Cost	% of Depreciation Balance	Amount of Depreciation
AIR BRAKE								
Hose								
Brake Shoes								
Hand Brake Staff & Fixings								
ELECTRIC EQUIPMENT								
Lightning Arrester								
Switches (Panel)								
Switchgears								
Line Breaker								
Circuit Breaker								
Rheostats								
Motors								
Armature								
Fields								
Brushholders								
Commutators								
Armature Bearings								
Axle Generator								

Item	CAR NO. [illegible] Estimated Orig. Cost	Replacements Required and Cost	% of Depreciation Balance	Amount of Depreciation	CAR NO. [illegible] Estimated Orig. Cost	Replacements Required and Cost	% of Depreciation Balance	Amount of Depreciation
ELECTRIC EQUIPMENT - Cont								
Gears								
Pinions								
Gear Cases								
Lever Cases								
Cables								
Car Wiring								
AIR EQUIPMENT								
Cocks (Single)								
Engineer Valve & Handle D-22								
Governor								
Pipes								
Compressor								
Emergency Valve D-27 E								
Reuer Valves -								
Air Tanks								
Brake Cylinder								
Angle Cock Valves								
Miscellaneous								
Relief Valve (2)								
Quick Release Valve								
Reducing Load Valve								
Estimated Tot. Orig. Cost								
Depreciation								
Present Depl. Depreciated Value								
If Obsolescence is Considered Car is worth scrap-charge								

1000
Exhibit 11.

1001
Exhibit 11.

ESTIMATED ORIGINAL COST AND DEPRECIATED VALUE OF RETIREMENT CARS

Car No. 1-6 0 FOR EXPLANATION OF ORIGINAL COST. DATE MARKED: March 9 & 8, 1937

Item	Car No. 8520 Estimated Orig. Cost	Car No. 8520 Replacements Required and Cost	Car No. 8520 % of Depree. On Balance	Car No. 8520 Amount of Depree.	Car No. 8540 Estimated Orig Cost	Car No. 8540 Replacements Required and Cost	Car No. 8540 % of Depree. On Balance	Car No. 8540 amount of Depree.
Car Body - Outside:								
Trolley Reel	$ 8.83		70%	$ .85	$ 8.83		70%	$ .85
Trolley Harp	4.00				4.00			
Trolley Pole	10.00				10.00			
Trolley Base	35.07		70%	8.00	35.07		70%	8.00
Trolley Base Bumpie	8.00		70%	1.00	8.00		70%	1.00
Roof and Canvas	847.00				847.00	Canvas & Paint $8.00		
Ventilators (Body Roof)	190.00		70%	30.00	190.00		70%	30.00
Letter Boards	66.67		90%	13.33	66.67		80%	13.33
Water Rail (Steel)	35.07		70%	4.00	35.07		70%	4.00
Posts - Body (Steel)	435.07		70%	104.67	435.07		70%	30.00
Posts - Corner Body	346.67				346.67		70%	21.00
Posts - Vestibule Corner	80.00		80%	16.00	80.00		80%	16.00
Posts - Vestibule Center	80.00		80%	16.00	80.00		80%	16.00
Sash - Sheet	304.00		70%	21.00	304.00		70%	21.00
Sash - Lamp	320.00		80%	70.00	320.00		80%	70.00
Sash - Vestibule	70.67		70%	14.67	70.67		80%	14.00
Belt Rail	40.00		70%	10.00	40.00		70%	10.00
Side Sheeting	197.00		70%	97.00	197.00	2 Sets @ $11.00 = $22.00	70%	68.33
Vestibule Sheeting	80.00		80%	16.00	80.00		80%	16.00
Dasher	300.07		70%	60.41	300.07		80%	60.41
Underframes	400.00		80%	100.00	400.00		80%	100.00
Steps	80.07		70%	30.07	80.07		80%	16.00
Headlights	30.00		80%	6.67	30.00		80%	6.67
Fenders	66.67		70%	13.33	66.67		70%	13.33
Trolley Catchers	80.00		70%	8.00	80.00		70%	8.00
Rail Sheet	4.00				4.00			
Sash Handles								
Destination Signs-Iron								
Painting	300.00		30%	90.00	300.00		30%	90.00
Floor Underneath	80.00		70%	20.00	80.00		70%	24.00
Rail Retainer	80.00		70%	20.00	80.00		70%	24.00
Body Hardware	300.00		70%	70.00	300.00		70%	70.00

Car No. 8540

Item 1-6 0 FOR EXPLANATION OF ORIGINAL COST. DATE MARKED: March 9 & 8, 1937

Item	Car No. 8560 Estimated Orig. Cost	Car No. 8560 Replacements Required and Cost	Car No. 8560 % of Depree. On Balance	Car No. 8560 Amount of Depree.	Car No. 8540 Estimated Orig. Cost	Car No. 8540 Replacements Required and Cost	Car No. 8540 % of Depree. On Balance	Car No. 8540 amount of Depree.
Car Body - Inside								
Headlining - Agasote	$ 60.00		70%	$ 14.00	$ 60.00		70%	$ 14.00
Jambs-Headers and Sheet	81.00		70%	8.10	81.00		70%	8.10
Illumination Signs-Side	340.07		80%	68.01	340.07		80%	68.01
Illumination Signs-End	335.07		80%	68.01	340.07		80%	68.01
Hand Straps and Fittings	80.07		60%	30.07	80.07		60%	30.07
Interior Trim	260.07		70%	30.07	260.07		70%	30.07
Glass	300.00				300.00			
Seats-Inside(Metal)								
Covering	120.00		60%	60.04	120.00		60%	72.04
Frame Work	44.00				44.00			
Seats-Other								
Covering	207.72		40%	83.09	207.72		60%	84.04
Upholstery	212.22		60%	106.07	212.22		50%	106.07
Mirrors (16 Main)	200.00		50%	100.00	200.00		50%	100.00
Sand Boxes	30.00		80%	6.00	30.00		80%	6.00
Roof Sheathing - Agasote	65.72		80%	13.14	65.72		80%	13.14
Floor Body - Wood	71.72		60%	43.04	71.72		60%	57.00
Floor Body - Covering								
Sash Platform Wood								
Floor Platform Covering								
Brackets - Side	200.00	1 @ $5.00	80%	41.00	200.00		80%	80.00
Mangers	70.72		10%	7.00	70.72		10%	7.00
Door Operators (Including engines)	700.00		90%	600.00	700.00		90%	200.00
Stanchions	40.07				40.07			
Lamps	80.00		70%	16.00	80.00		70%	16.00
Incidental Wiring	3.00		10%	.00	3.00		10%	.00
Ventilators	80.00		70%	16.00	80.00		70%	16.00
Miscellaneous Material	340.07				340.07			
Operator's Stool	8.00				8.00			

1002

Exhibit 11.

Exhibit 11.

1004

Exhibit 11.

(Continued) ESTIMATED ORIGINAL COST AND DEPRECIATED VALUE OF GATEWAY CARS

Item 1-F FOR EXPLANATION OF ORIGINAL COST. BASIC DATE(S) March 9 & 8, 1937

Item	Cal No. 3139 Estimated Orig. Cost	Replacements Required and Cost	% of Deprec. On Balance	Amount of Deprec.	Cal No. 3140 Estimated Orig. Cost	Replacements Required and Cost	% of Deprec. On Balance	Amount of Deprec.
CAR TRUCKS								
Center Plates	$ 99.00				$ 99.00			
Frame	385.33		80%	$ 308.00	385.33		80%	$ 308.00
Axles - Driving	180.00		80%	144.00	180.00		80%	144.00
Axles - Pony								
Wheels - Driving	384.67		75%	48.00	384.67		75%	288.00
Wheels - Pony								
Journal Boxes	96.00		40%	38.40	96.00		40%	38.40
Journal Bearings	81.00		10%	5.40	81.33		10%	5.40
Springs - Elliptic	94.00		40%	38.40	94.00		40%	38.40
Springs - Coil	9.07		40%	3.63	9.07		40%	3.63
Truck - Bolster	94.00		30%	28.20	98.33		30%	29.50
Brake Platform	103.00		40%	33.60	105.00		40%	34.40
Other Fittings	94.67		35%	9.00	94.67		40%	38.40
Turnbuckles								
Jaws								
Brake Shoes	9.07		30%	4.04	9.07		30%	4.04
Hand Brake Staff & Pinion	90.00		75%	30.00	90.00		75%	30.00
ELECTRIC EQUIPMENT								
Lightning Arrester	4.00		10%	.40	4.00		10%	.40
Switches (Fuse)	94.00		3%	1.20	94.00		3%	1.20
Controllers	400.00		5%	24.00	400.00		5%	24.00
Line Breaker	104.67		30%	30.00	104.67		40%	38.67
Circuit Breaker	13.33		3%	.67	13.33		3%	.67
Recorders	100.00		90%	90.00	100.00		90%	90.00
Motors								
Armature	933.33				933.33			
Fields	637.33				637.33			
Brushholders	94.00				94.00			
Commutators	333.33		80%	266.66	333.33		80%	266.67
Gearing (Including Pinions)	94.00		40%	34.00	94.00		40%	34.00
Axle Suspension	94.00		40%	34.00	94.00		40%	34.00

(Continued) ESTIMATED ORIGINAL COST AND DEPRECIATED VALUE OF GATEWAY CARS

Item 1-F FOR EXPLANATION OF ORIGINAL COST. BASIC DATE(S) March 9 & 8, 1937

Item	Cal No. 3139 Estimated Orig. Cost	Replacements Required and Cost	% of Deprec. On Balance	Amount of Deprec.	Cal No. 3140 Estimated Orig. Cost	Replacements Required and Cost	% of Deprec. On Balance	Amount of Deprec.
ELECTRIC EQUIPMENT - Cont.								
Gears	$ 384.67		30%	$ 118.00	$ 384.67		30%	$ 118.00
Pinions	30.00		80%	24.00	30.00		80%	24.00
Gear Cases	133.33		30%	40.00	133.33		40%	60.00
Motor Cases	833.33		30%	100.67	833.33		30%	104.67
Cables	144.67		30%	43.67	144.67		30%	43.67
Car Wiring	100.00		30%	30.00	100.00		30%	30.00
AIR EQUIPMENT								
Gauges (Double)	33.33		30%	4.33	31.33		30%	9.33
Engineer Valve & Handle	104.67		80%	83.33	104.67		80%	83.33
Governor	34.00		3%	1.00	34.00		3%	1.00
Piping	333.00		30%	100.00	333.00		30%	100.00
Compressor	433.33		30%	130.00	433.33		40%	227.33
Emergency Valve	30.00		10%	3.00	30.00		10%	3.00
Reducing Valves								
Air Hoses	33.33		40%	13.33	33.33		30%	33.67
Brake Cylinder	30.00		10%	3.00	30.00		30%	9.00
Distributing Valve	30.00		20%	6.00	30.00		30%	9.00
Miscellaneous	344.67				344.67			
Spring valve (E)	33.33		10%	3.00	33.33		10%	3.00
Quick Release valve	33.33		10%	3.00	33.33		10%	3.00
Portable hand hose (Complete)	344.67		25%	33.33	344.67		25%	33.33
Recomputed Tot. Orig. Cost	$13,077.33	$30.00		$5,356.83	$13,077.33	$30.00		$5,626.83
Depreciation	3,120.00				3,470.50			
Present Depl. Reserv. Value	$ 9,957.33				$ 9,836.83			
If Obsolescence is Considered Due to Servicability	$8,700.00				$ 8,700.00			

1005

Exhibit 11.

Exhibit 11.

1005

Exhibit 11.

1007

Item: ____ CABOOSE CAR

Sheet 1-f ____ Date Examined March 9 & 9, 1937

Item	Car No. 8141 Estimated Orig. Cost	Car No. 8141 Replacements Required and Cost	Car No. 8141 % of Depreciation Balance	Car No. 8141 Amount of Depreciation	Car No. 8148 Estimated Orig. Cost	Car No. 8148 Replacements Required and Cost	Car No. 8148 % of Depreciation Balance	Car No. 8148 Amount of Depreciation
TRUCKS								
Axle, Pinion	$ 90.00				$ 90.00			
Frame	600.00		30%	$ 180.00	600.00		30%	$ 180.00
Axles, Journal	160.00		90%	144.00	160.00		90%	144.00
Axles, Pipe								
Wheels, Driving	900.97		10%	90.00	900.97		70%	630.00
Wheels, Rolled								
Journal Boxes	96.00		40%	38.40	96.00		40%	38.40
Journal Bearings	21.30		10%	2.10	21.30		10%	2.10
Springs, Plate	96.00		40%	38.40	96.00		40%	38.40
Springs, Coil	9.07		40%	3.63	9.07		40%	3.63
Truss, Bolster	93.30		40%	40.00	93.30		40%	40.00
Brake Rigging	100.00		70%	84.00	100.00		80%	80.00
Slack Adjuster	35.97		30%	9.00	35.97		90%	10.97
Air Brake, Dec.								
Misc.								
Brake Shoes	9.07		90%	6.84	9.07		90%	6.84
Hose Brake, Air & Steam	40.00		70%	28.00	40.00		70%	30.00	
ELECTRIC EQUIPMENT								
Lightning Arrester	9.00		30%	.90	9.00		30%	.90
Switches	24.00		5%	1.20	24.00		5%	1.20
Controllers	400.00		5%	24.00	400.00		5%	24.00
Line Breaker	130.97		30%	39.00	130.97		65%	85.00
Circuit Breaker	32.35		5%	.97	32.35		5%	.97
Rheostats	100.00		90%	90.00	100.00		90%	90.00
Motors								
Armature	900.30				900.30			
Fields	697.93				697.93			
Brushholders	24.00				24.00			
Commutators	333.00		90%	300.00	333.00		90%	300.00
Armature Bearings	90.00		90%	90.00	90.00		90%	90.00
Axle Bearings	90.00		90%	90.00	90.00		90%	90.00

(Continued) ESTIMATED ORIGINAL COST AND DEPRECIATED VALUE OF CABOOSE CAR

Item 1-f FOR EXPLANATION OF ORIGINAL COST. DATE EXAMINED March 9 & 9, 1937

Item	Car No. 8141 Estimated Orig. Cost	Car No. 8141 Replacements Required and Cost	Car No. 8141 % of Depreciation Balance	Car No. 8141 Amount of Depreciation	Car No. 8148 Estimated Orig. Cost	Car No. 8148 Replacements Required and Cost	Car No. 8148 % of Depreciation Balance	Car No. 8148 Amount of Depreciation
ELECTRIC EQUIPMENT - Cont.								
Gears	$ 165.97		90%	$ 110.00	$ 165.97		90%	$ 110.00
Pinions	55.00		90%	50.00	55.00		90%	50.00
Gear Cases	135.30		90%	90.00	135.30		90%	90.00
Motor Cases	257.93		90%	180.97	257.93		90%	180.97
Cables	165.97		90%	41.97	165.97		90%	41.97
Car Wiring	100.00		90%	90.00	100.00		90%	90.00
AIR EQUIPMENT								
Gauges (Double)	21.30		10%	2.13	21.30		10%	2.13
Engineer Valve & Handle	165.97		90%	21.30	165.97		90%	21.30
Governor	24.00		5%	1.20	24.00		5%	1.20
Piping	300.00		67%	120.00	300.00		40%	90.00
Compressor	665.30		40%	197.30	665.30		40%	300.00
Emergency Valve 6-D "K"	30.00		10%	3.00	30.00		10%	3.00
Reader Valves								
Air Tanks	65.30		90%	30.97	65.30		90%	30.00
Brake Cylinder	80.00		10%	8.00	80.00		90%	10.00
Angle Cock Tee Valves	30.00		90%	6.00	30.00		90%	6.00
Miscellaneous	265.97				265.97			
Relay Valve (E)	13.30		10%	2.00	13.30		10%	2.00
Quick Release Valve	13.30		10%	2.00	13.30		10%	2.00
Variable Load Valve (Complete)	165.97		90%	90.00	165.97		90%	90.00
Estimated Tot. Orig. Cost	$13,977.13	$80.00		$8,181.73	$13,977.13	$0.00		$8,473.00
Deductions	2,313.00				2,473.00			
Present Esti. Depred. Value	$ 9,664.84				$ 9,300.00			
If Obsolescence is Considered Car is Worth	$6,772.00				$ 6,700.00			

Exhibit 11.

Exhibit 11.

Exhibit 11.

(Continued)

Car No. [illegible] Fire or Salvage Claim Date [illegible] March 8 & 9, 1937

Item	Car No. 9540 Estimated Orig. Cost	Car No. 9540 Replacements Required and Cost	Car No. 9540 % of Depreciation On Balance	Car No. 9540 Amount of Depreciation	Car No. 9544 Estimated Orig. Cost	Car No. 9544 Replacements Required and Cost	Car No. 9544 % of Depreciation On Balance	Car No. 9544 Amount of Depreciation
CAR TRUCKS								
Center Plates	$ 25.00				$ 25.00			
Frame	[illegible]		[illegible]	$ [illegible]	[illegible]		[illegible]	$ [illegible]
Axles - Driving	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Axles - Pony								
Wheels - Driving	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Wheels - Pony								
Journal Boxes	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Journal Bearings	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Springs - Elliptic	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Springs - Coil	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Truck - Bolster	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Brake Staging	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Slack Adjusters	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Turnbuckles								
Rods								
Brake Shoes	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Hand Brake Chain & Fixtures	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
ELECTRIC EQUIPMENT								
Lightning Arrester	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Switches (Panel)	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Controllers	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Line Breaker	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Circuit Breaker	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Receptacle	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Motors								
Armature	[illegible]				[illegible]			
Fields	[illegible]				[illegible]			
Brushholders	[illegible]				[illegible]			
Commutator	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]

(Continued) INVENTORY ORIGINAL COST AND DEPRECIATED VALUE OF [illegible] CAR

Mark [illegible] FOR EXPLANATION OF ORIGINAL COST DATE EXAMINED March 8 & 9, 1937

Item	Car No. 9540 Estimated Orig. Cost	Car No. 9540 Replacements Required and Cost	Car No. 9540 % of Depreciation On Balance	Car No. 9540 Amount of Depreciation	Car No. 9544 Estimated Orig. Cost	Car No. 9544 Replacements Required and Cost	Car No. 9544 % of Depreciation On Balance	Car No. 9544 Amount of Depreciation
ELECTRIC EQUIPMENT - Cont.								
Gears	$ 180.97		[illegible]	$ 118.00	$ 180.97		[illegible]	$ 118.00
Pinions	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Gear Cases	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Motor Cases	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Cables	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Car Wiring	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
AIR EQUIPMENT								
Cocks (Double)	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Engineer Valve & Handle H-6D	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Governor	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Piping	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Compressor	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Emergency Valve [illegible] X	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Brake Valves								
Air Tanks	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Brake Cylinder	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
[illegible] Cut Valves	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Miscellaneous	[illegible]				[illegible]			
Relay Valve (K)	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Quick Release Valve	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Variable Load Valve (complete)	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Estimated Tot Orig. Cost.	$ 12,803.77			$ 2,884.79	$ 12,877.13	$ 19.90		$ 3,197.51
Deductions	2,806.76				2,807.01			
Present Depr. Value	$ 9,997.01				$ 9,670.12			
If Obsolescence is Considered Car is worth [illegible]	$ 6,700.00				$ 6,700.00			

Exhibit 11.

Exhibit 11.

ESTIMATED ORIGINAL COST AND DEPRECIATED VALUE OF EQUIPMENT USED

(See ____ FOR EXPLANATION OF ORIGINAL COST DATE ASSIGNED ____

Item	CAR NO. 5249 Estimated Orig. Cost	Replacements Required and Cost	% of Deprec. in Balance	Amount of Deprec.	CAR NO. 5244 Estimated Orig. Cost	Replacements Required and Cost	% of Deprec. in Balance	Amount of Deprec.
CAR BODY - INTERIOR:								
Trolley Reel	$ 5.00		20%	$ .00	$ 5.00		20%	$ .00
Trolley Harp	5.00				5.00			
Trolley Pole	10.00				10.00			
Trolley Base	60.00		10%	6.00	60.00		10%	6.00
Trolley Base Boards	5.00		10%	1.00	5.00		10%	1.00
Roof and Chutes	240.00	Repair & Paint $4.00			240.00	Repair & Paint $4.00		
Ventilators Open, Each	100.00		20%	20.00	100.00		20%	20.00
Letter Boards	65.00		20%	13.00	65.00		20%	13.00
Grab Rail (Short)	20.00		20%	4.00	20.00		20%	4.00
Posts - Side (Short)	250.00		20%	100.00	250.00		20%	100.00
Posts - Corner Body	100.00		20%	20.00	100.00		20%	20.00
Posts - Vestibule Corner	25.00		20%	5.00	25.00		20%	5.00
Posts - Vestibule Center	90.00		20%	18.00	90.00		20%	18.00
Sash - Upper	200.00		20%	40.00	200.00		20%	40.00
Sash - Lower	100.00		40%	40.00	100.00		40%	40.00
Sash - Vestibule	82.07		40%	18.07	82.07		40%	18.07
Sill Rail	40.00		20%	10.00	40.00		20%	10.007
Side Sheathing	187.00		20%	30.00	187.00		10%	19.13
Vestibule Sheathing	20.00		20%	4.00	20.00		10%	2.04
Lower	200.07		20%	80.41	200.07		20%	80.41
Underframe	600.00		40%	171.00	200.00		40%	171.00
Siding	20.07		40%	10.07	20.07		20%	10.04
Vestibule	20.00		20%	4.07	20.00		20%	4.07
Fenders	20.07		40%	10.00	20.07		20%	10.00
Trolley Catchers	20.00		10%	2.00	20.00		10%	2.00
Roof Strips &	6.00				6.00			
Roof Bowles								
Protective Screen-Iron								
Platform	200.00		20%	20.00	200.00		20%	20.00
Floor Underneath	20.00		20%	40.07	20.00		20%	20.00
Wire Guides	20.00		20%	20.00	20.00		20%	20.00
Platform								

Exhibit 11.

Item	CAR NO. 5249 Estimated Orig. Cost	Replacements Required and Cost	% of Deprec. in Balance	Amount of Depreci.	CAR NO. 5244 Estimated Orig. Cost	Replacements Required and Cost	% of Depreci. in Balance	Amount of Depreci.
CAR BODY - INTERIOR:								
Headlining - Adhesive	$ 40.00		20%	$ 10.00	$ 80.00		20%	$ 10.00
Lamps-Sockets and Globes	20.00		20%	4.10	20.00		20%	4.10
Illumination Name-Iron	100.07		20%	40.70	100.07		20%	40.70
Illumination Name-Lad	100.07		20%	40.70	100.07		20%	40.70
Head Strops and Fittings	80.07		20%	80.07	80.07		20%	80.07
Interior Trim	200.07		10%	20.07	200.07		10%	20.07
Glass	200.00				100.00			
Seats-Longitudinal:								
Covering	120.00		20%	24.00	120.00		40%	20.04
Frame Work	40.00				40.00			
Seats-Cross								
Covering	187.70		20%	37.71	187.70		20%	40.00
Mechanism	210.00		20%	100.07	210.00		20%	100.07
Heaters (In Sets)	200.00		20%	100.00	200.00		20%	100.00
Hand Rails	20.70		20%	4.00	20.00		20%	4.00
Side Sheathing - Aprons	20.00		40%	12.00	20.00		20%	12.00
Floor Body - Wood	71.70		40%	40.00	71.70		40%	40.00
Floor Body - Covering								
Floor Platform - Wood								
Floor Platform Covering								
Curtains - Chain	200.00		20%	40.00	200.00		20%	40.00
Fenders	70.00		10%	7.00	70.00		10%	7.00
Door Mechanism	700.00		20%	140.00	700.00		20%	140.00
Sheathing	40.07				40.07			
Gongs	20.00		70%	14.00	20.00		70%	14.00
Handrail Risers	5.00		10%	.00	5.00		10%	.00
Registers	20.00		70%	20.00	20.00		70%	20.00
Miscellaneous Hardware	100.07				100.07			
Screwdriver Steel	5.00				5.00			

(Continued) ESTIMATED ORIGINAL COST AND ESTIMATED VALUE OF [redacted] 1948

(Sheet 1 of) FOR EXPLANATION OF ORIGINAL COST. DATE EXAMINED [redacted]

Item	Old No. [redacted] Estimated Orig. Cost	Replacements Required and Cost	% of Depreciation Balance	Amount of Depreciation	Old No. [redacted] Estimated Orig. Cost	Replacements Required and Cost	% of Depreciation Balance	Amount of Depreciation
GAS ENGINE								
Center Plates	$ 45.00				$ 45.00			
Frame	200.00		90%	$ 180.00	200.00		10%	$ 10.00
Axles - Driving	160.00		90%	144.00	160.00		90%	144.00
Axles - Rear								
Wheels - Driving	200.00		80%	40.00	200.00		10%	10.00
Wheels - Rear								
Journal Boxes	50.00		90%	30.00	75.00		90%	30.00
Journal Bearings	40.00		10%	3.50	40.00		10%	3.50
Springs - Elliptic	80.00		90%	36.00	80.00		90%	36.00
Springs - Coil	3.00		90%	3.00	3.00		90%	3.00
Truck - Bolster	55.00		90%	50.00	55.00		90%	50.00
Brake Shaving	100.00		90%	90.00	100.00		10%	3.00
Block Adjusters	20.00		90%	18.00	20.00		10%	1.00
Turnbuckles								
Rods								
Brake Shoes	3.00		90%	2.70	3.00		90%	2.70
Hand Brake Shaft & Staging	40.00		70%	28.00	40.00		90%	36.00
ELECTRIC EQUIPMENT								
Lightning Arrester	3.00		10%	.30	3.00		10%	.30
Drivers (Pair)	24.00		5%	1.20	24.00		5%	1.20
Controllers	400.00		5%	20.00	400.00		5%	20.00
Line Breaker	150.00		90%	90.00	150.00		90%	90.00
Circuit Breaker	10.00		5%	.50	10.00		5%	.50
Receptacle	100.00		90%	90.00	100.00		90%	90.00
Motors								
Armature	200.00				140.00			
Fields	400.00				280.00			
Commutators	80.00				56.00			
Bearings	120.00		10%	12.00	84.00		10%	12.00
Armature Bearings	80.00		10%	8.00	56.00		10%	8.00

(Sheet 2 of) FOR EXPLANATION OF ORIGINAL COST. DATE EXAMINED [redacted]

Item	Old No. [redacted] Estimated Orig. Cost	Replacements Required and Cost	% of Depreciation Balance	Amount of Depreciation	Old No. [redacted] Estimated Orig. Cost	Replacements Required and Cost	% of Depreciation Balance	Amount of Depreciation
ELECTRIC EQUIPMENT - Cont								
Gears	$ 100.00		90%	$ 110.00	$ 1100.00		90%	$ 110.00
Pinions	80.00		90%	72.00	80.00		90%	72.00
Gear Cases	100.00		90%	90.00	100.00		90%	90.00
Motor Cases	900.00		90%	100.00	900.00		90%	100.00
Cables	100.00		90%	41.00	100.00		90%	41.00
Car Wiring	100.00		90%	90.00	100.00		90%	90.00
AIR EQUIPMENT								
Compressor (Double)	41.00		10%	3.10	31.00		10%	3.10
Engineers Valve & Handle H-6B	100.00		90%	90.00	100.00		90%	91.00
Governor	24.00		5%	1.20	24.00		5%	1.20
Piping	200.00		90%	90.00	200.00		90%	180.00
Compressor	400.00		90%	170.00	400.00		90%	170.00
Emergency Valve H-6 E	80.00		10%	8.00	80.00		10%	8.00
Sander Valves								
Air Tanks	40.00		90%	10.10	40.00		90%	10.00
Brake Cylinder	20.00		10%	2.00	20.00		10%	2.00
Roadside Hose Valves	20.00		20%	4.00	20.00		20%	4.00
Miscellaneous	200.00				200.00			
Relay Valve (2)	12.00		10%	2.00	12.00		10%	2.00
Quick Release Valve	12.00		10%	2.00	12.00		10%	2.00
Variable Load Valve (complete)	100.00		90%	90.00	100.00		90%	90.00
Estimated Tot. Orig. Cost	($8,877.10)	$ 0.00		($4,000.00)	$8,877.10	$0.00		$2,343.21
Depreciation	5,000.10				5,000.00			
Present Est. Depreciated Value	$ 3,000.00				$ 3,000.00			
If Obsolescence is Considered Car is worth only	$ 2,700.00				$ 2,700.00			

1016 Exhibit 11.

1017 Exhibit 11.

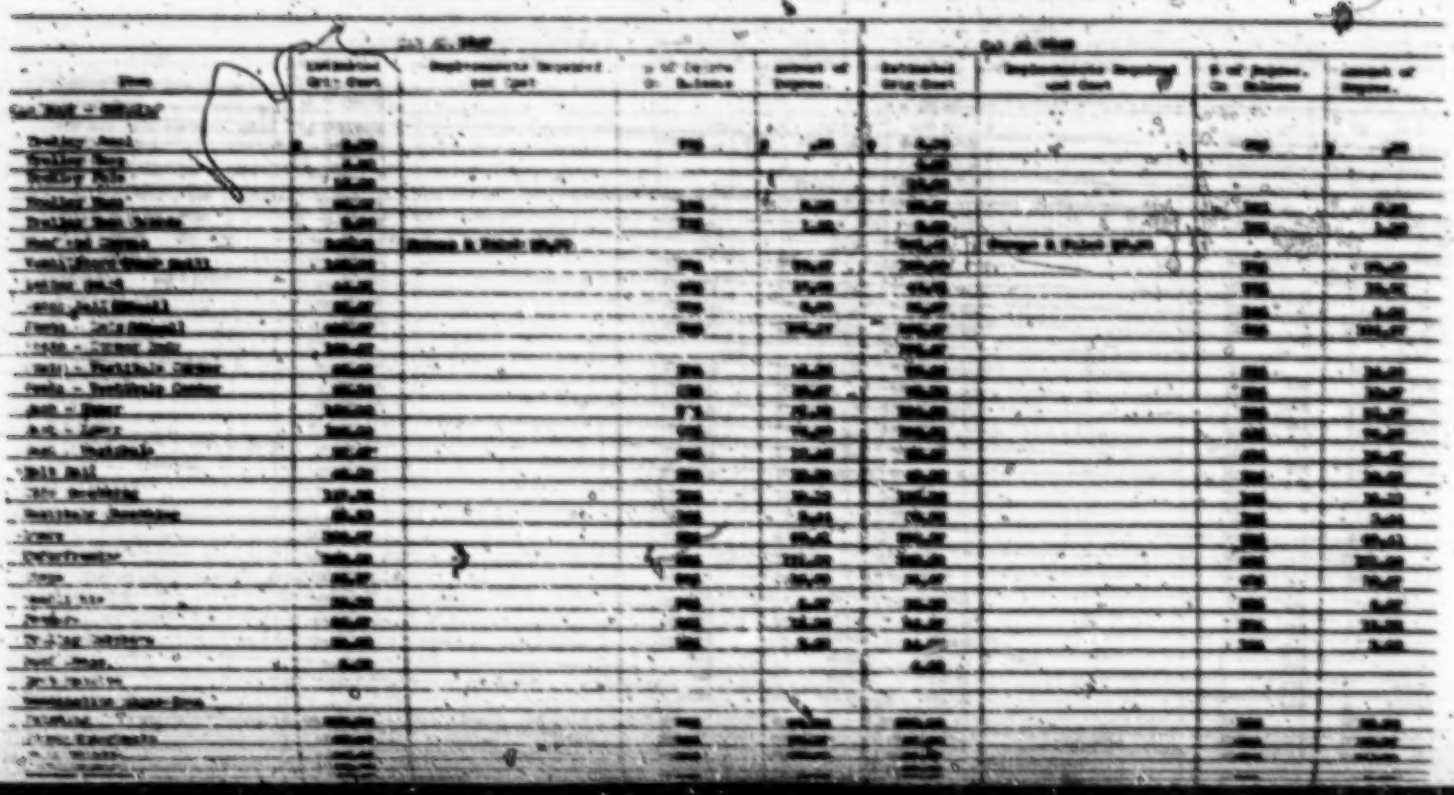


Exhibit 11.

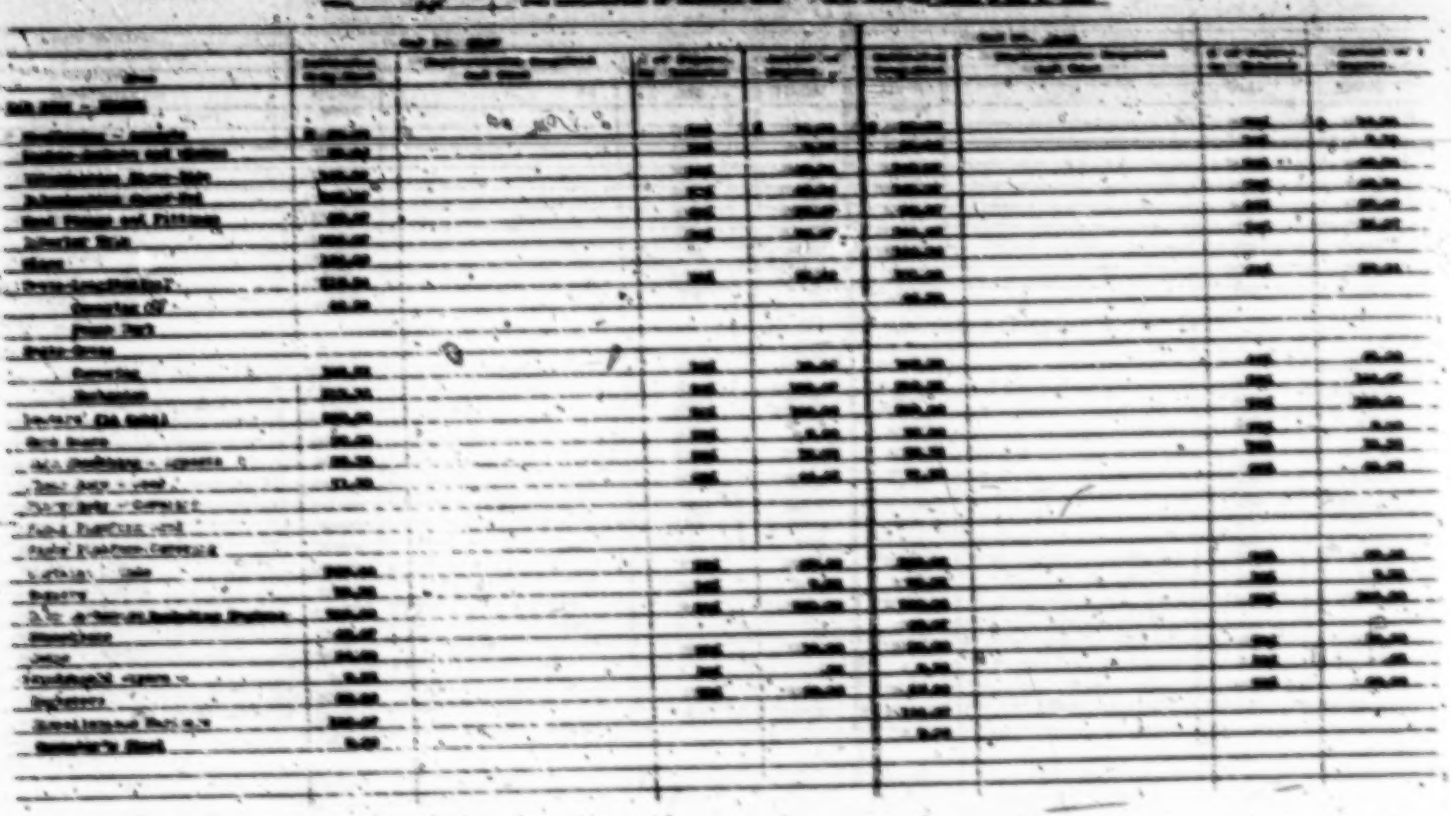


Exhibit 11.

(Continued) ESTIMATED ORIGINAL COST AND DEPRECIATED VALUE OF Refrigerator Cars

(See LE FOR EXPLANATION OF ORIGINAL COST DATE STARTED March 8 and 9, 1937

Item	CAR NO. SL47 Estimated Orig.Cost	Replacements Required and Cost	% of Deprec. On Balance	Amount of Deprec.	CAR NO. SL48 Estimated Orig.Cost	Replacements Required and Cost	% of Deprec. On Balance	Amount of Deprec.
CAR TRUCKS								
Center Plates	48.00				48.00			
Frame	$ 385.38		50%	$ 192.69	$ 385.38		50%	$ 192.69
Axles - Driving	160.00		90%	144.00	160.00		90%	144.00
Axles - Pony								
Wheels - Driving	391.67		10%	39.00	390.67		10%	39.06
Wheels - Pony								
Journal Boxes	78.00		40%	31.20	78.00		40%	31.20
Journal Bearings	87.50		10%	8.75	87.50		10%	8.75
Springs - Elliptic	44.00		40%	17.60	44.00		40%	17.60
Springs - Coil	9.07		40%	3.63	9.07		40%	3.63
Truck - Bolster	88.38		30%	26.50	88.38		30%	26.50
Brake Rigging	160.00		70%	84.00	300.00		40%	120.00
Slack Adjusters	88.47		30%	8.00	88.48		30%	17.54
Turnbuckles								
Rods								
Brake Shoes	9.07		90%	8.64	9.07		90%	8.64
Hand Brake Shaft & Ratchet	40.00		70%	28.00	40.00		70%	28.00
ELECTRIC EQUIPMENT								
Lightning Arrestor	2.00		10%	.20	2.00		10%	.20
Switches (Small)	24.00		5%	1.20	24.00		5%	1.20
Controllers	400.00		2%	24.00	400.00		2%	24.00
Line Breaker	180.67		40%	72.00	180.67		40%	72.00
Circuit Breaker	32.50		5%	1.62	32.50		5%	1.62
Resistors	120.00		20%	24.00	120.00		20%	24.00
Motors	880.00				880.00			
Armature	487.50				487.50			
Fields	44.00				44.00			
Brushholders	220.00		50%	110.00	220.00		50%	110.00
Commutators	44.00		20%	16.00	40.00		20%	16.00
Automatic Reactions	70.00		10%	10.00	100.00		10%	10.00
Cable Fittings								

(Continued) ESTIMATED ORIGINAL COST AND DEPRECIATED VALUE OF Refrigerator Cars

(See LE FOR EXPLANATION OF ORIGINAL COST DATE STARTED March 8 & 9, 1937

Item	CAR NO. SL47 Estimated Orig.Cost	Replacements Required and Cost	% of Deprec. On Balance	Amount of Deprec.	CAR NO. SL48 Estimated Orig.Cost	Replacements Required and Cost	% of Deprec. On Balance	Amount of Deprec.
ELECTRIC EQUIPMENT Cont								
Gears	$ 180.67		60%	$ 112.00	$ 180.67		60%	$ 112.00
Pinions	56.00		60%	35.00	56.00		60%	35.00
Gear Cases	125.33		35%	43.67	125.33		35%	43.67
Motor Cases	300.33		35%	105.67	300.33		35%	105.67
Cables	166.67		25%	41.67	166.67		25%	41.67
Car Wiring	100.00		80%	80.00	100.00		80%	80.00
AIR EQUIPMENT								
Compressor (Double)	32.50		10%	3.13	31.33		10%	3.13
Engineers Valve & Handle-MU	105.67		30%	31.33	105.67		30%	31.33
Governor	24.00		5%	1.20	24.00		5%	1.20
Piping	200.00		90%	180.00	200.00		90%	180.00
Compressor	400.33		40%	220.00	400.33		90%	360.67
Emergency Valve - K	60.00		10%	3.00	60.00		10%	3.00
Cocker Valves								
Air Tanks	40.33		90%	33.67	40.33		90%	33.67
Brake Cylinder	30.00		10%	4.00	30.00		10%	3.00
Retainer Pipe Valves	30.00		20%	4.00	30.00		20%	4.00
Miscellaneous	300.67				300.67			
Valve Valve (K)	15.00		10%	2.00	15.00		10%	2.00
Quick Release Valve	15.00		10%	2.00	15.00		10%	2.00
Portable Hand Valve (Complete)	105.67		30%	30.33	166.67		30%	30.33
Estimated Tot. Orig. Cost:	$12,888.77	$8.00		$2,184.08	$12,877.10	$8.00		$2,344.90
Deduct 10	2,188.08				2,303.40			
Present Est. Deprec. Value	$ 9,600.69				$ 9,303.70			
If Refrigerator is Considered Car is Reproduction Cost	$ 6,700.00				$ 6,700.00			

Exhibit 11.

Exhibit 11.

ESTIMATED ORIGINAL COST AND DEPRECIATED VALUE OF [redacted]

Item [redacted] FOR EXPLANATION OF ORIGINAL COST. DATE EXAMINED [redacted]

Item	CAR NO. [redacted] Estimated Orig. Cost	Replacements Required and Cost	% of Depree. On Balance	Amount of Depree.	CAR NO. Estimated Orig. Cost	Replacements Required and Cost	% of Depree. On Balance	Amount of Depree.
Car Body - Outside:								
Trolley Ansl	$ 6.00		[redacted]	$ .00				
Trolley Pole	6.00							
Trolley Pole	10.00							
Trolley Base	20.00		[redacted]	6.00				
Trolley Base Bracke	6.00		[redacted]	1.20				
Roof and Canvas	240.00	Canvas & Paint $8.00						
Ventilators Roof	100.00		[redacted]	30.00				
Letter Board	40.00		[redacted]	10.00				
Under Roll (Steel)	20.00		[redacted]	6.00				
Posts - Body (Steel)	480.00		[redacted]	144.00				
Posts - Corner Body	100.00							
Posts - Vestibule Corner	50.00		[redacted]	14.00				
Posts - Vestibule Center	50.00		[redacted]	10.00				
Sash - Upper	100.00		[redacted]	30.00				
Sash - Lower	100.00		[redacted]	30.00				
Sash - Vestibule	50.00	2 @ $4.00 = $8.00	[redacted]	10.00				
Belt Rail	40.00		[redacted]	12.00				
Side Sheeting	187.00		[redacted]	56.00				
Vestibule Sheeting	20.00		[redacted]	6.00				
Doors	200.00		[redacted]	60.00				
Doorframes	200.00		[redacted]	100.00				
Steps	30.00		[redacted]	9.00				
Vestibule	20.00		[redacted]	6.00				
Fenders	50.00		[redacted]	15.00				
Trolley Catchers	20.00		[redacted]	6.00				
Roof Sheet-	4.00							
Deck Sheeting								
Vestibules Sheet-Iron								
Painting	200.00		[redacted]	60.00				
Floor Underneath	92.00		[redacted]	46.00				
Sand Boxes	20.00		[redacted]	20.00				
Dust Guards	10.00							

Exhibit 11.

[redacted] FOR EXPLANATION OF ORIGINAL COST, DATE EXAMINED [redacted]

Item	CAR NO. [redacted] Estimated Orig. Cost	Replacements Required and Cost	% of Depree. On Balance	Amount of Depree.	CAR NO. Estimated Orig. Cost	Replacements Required and Cost	% of Depree. On Balance	Amount of Depree.
Car Body - Inside:								
Headlining - Agasote	$ 24.00		[redacted]	$ 14.40				
Letter Boards and Blocks	11.04		[redacted]	3.32				
Illumination Signs-Side	140.00		[redacted]	42.00				
Illumination Signs-End	140.00		[redacted]	42.00				
Hand Straps and Fittings	30.00		[redacted]	30.00				
Interior Trim	300.00		[redacted]	90.00				
Glass	100.00							
Seats-Longitudinal								
Covering	111.00		[redacted]	66.60				
Frame Work	44.00							
Seats-Cross								
Covering	100.00		[redacted]	30.00				
Reduction	340.00		[redacted]	102.00				
Heaters (1d Grid)	200.00		[redacted]	120.00				
Hand Rails	20.00		[redacted]	6.00				
Side Sheeting - Agasote	50.00		[redacted]	15.00				
Floor Body - Wood	73.70		[redacted]	42.24				
Floor Body - Covering								
Floor Platform Wood								
Floor Platform Covering								
Curtains - Side	200.00		[redacted]	60.00				
Aprons	25.00		[redacted]	7.50				
Air Reducer Heating System	700.00		[redacted]	210.00				
Stanchions	40.00							
Jacks	24.00		[redacted]	14.00				
Pinkerfield Signs	2.00		[redacted]	.60				
Registers	20.00		[redacted]	60.00				
Miscellaneous Hardware	140.00							
Conductor's Shed	8.00							

Exhibit 11.

(Continued) ESTIMATED ORIGINAL COST AND DEPRECIATED VALUE OF [illegible]

(See [illegible] FOR EXPLANATION OF ORIGINAL COST. DATE EXAMINED [illegible]

Item	CAR NO. [illegible] Estimated Orig.Cost	Replacements Required and Cost	% of Deprec. On Balance	Amount of Deprec.	CAR NO. Estimated Orig.Cost	Replacements Required and Cost	% of Deprec. On Balance	Amount of Deprec.
CAR TRUCKS								
Center Plates	$ [illegible]							
Frame	[illegible]		[illegible]	$ [illegible]				
Axles - Driving	[illegible]		[illegible]	[illegible]				
Axles - Pony								
Wheels - Driving	[illegible]		[illegible]	[illegible]				
Wheels - Pony								
Journal Boxes	[illegible]		[illegible]	[illegible]				
Journal Bearings	[illegible]		[illegible]	[illegible]				
Springs - Elliptic	[illegible]		[illegible]	[illegible]				
Springs - Coil	[illegible]		[illegible]	[illegible]				
Truck - Bolster	[illegible]		[illegible]	[illegible]				
Brake Fixtures	[illegible]		[illegible]	[illegible]				
Sheet Adjusters	[illegible]		[illegible]	[illegible]				
Turnbuckles								
Nuts								
Brake Shoes	[illegible]		[illegible]	[illegible]				
Steel Brake Staff & Rigging	[illegible]		[illegible]	[illegible]				
ELECTRIC EQUIPMENT								
Lightning Arrester	[illegible]		[illegible]	[illegible]				
Switches	[illegible]		[illegible]	[illegible]				
Controllers	[illegible]		[illegible]	[illegible]				
Line Breaker	[illegible]		[illegible]	[illegible]				
Circuit Breaker	[illegible]		[illegible]	[illegible]				
Rheostats	[illegible]		[illegible]	[illegible]				
Motors								
Armature	[illegible]							
Fields	[illegible]							
Brushholders	[illegible]							
Commutators	[illegible]		[illegible]	[illegible]				
Armature Bearings	[illegible]		[illegible]	[illegible]				
Axle Bearings	[illegible]		[illegible]	[illegible]				

(Continued) ESTIMATED ORIGINAL COST AND DEPRECIATED VALUE OF [illegible]

(See [illegible] FOR EXPLANATION OF ORIGINAL COST. DATE EXAMINED [illegible]

Item	CAR NO. [illegible] Estimated Orig.Cost	Replacements Required and Cost	% of Depreh On Balance	Amount of Depreo.	CAR NO. Estimated Orig.Cost	Replacements Required and Cost	% of Deprec. On Balance	Amount of Deprec
ELECTRIC EQUIPMENT - Cont.								
Cables	$ [illegible]		[illegible]	$ [illegible]				
Fixtures	[illegible]		[illegible]	[illegible]				
Gear Cases	[illegible]		[illegible]	[illegible]				
Motor Cases	[illegible]		[illegible]	[illegible]				
Cables	[illegible]		[illegible]	[illegible]				
Car Wiring	[illegible]		[illegible]	[illegible]				
AIR EQUIPMENT								
Gauges (Double)	[illegible]		[illegible]	[illegible]				
Engineer Valve & Handle M-26	[illegible]		[illegible]	[illegible]				
Governor	[illegible]		[illegible]	[illegible]				
Piping	[illegible]		[illegible]	[illegible]				
Compressor	[illegible]		[illegible]	[illegible]				
Emergency Valve K-8	[illegible]		[illegible]	[illegible]				
Safety Valves								
Air Tanks	[illegible]		[illegible]	[illegible]				
Brake Cylinder	[illegible]		[illegible]	[illegible]				
Retainer Ret. Valves	[illegible]		[illegible]	[illegible]				
Miscellaneous	[illegible]							
Relay Valve (E)	[illegible]		[illegible]	[illegible]				
Quick Release Valve	[illegible]		[illegible]	[illegible]				
Variable Load Valve (complete)	[illegible]		[illegible]	[illegible]				
Estimated Tot. Orig. Cost:	[illegible]	[illegible]		[illegible]				
Deductions	[illegible]							
Present Est. Deprec. Value	$ [illegible]							
If Obsolescence is Considered Car is worth only--	$ [illegible]							

Exhibit 11.

Exhibit 11.

DETAIL SHEET

Car No. Flat Car 9-149 Year Built 1909 Date of Inspection March 9, 1917

Body Builder Connecticut Railway and Lighting Co. At Waterbury

Truck Builder Brill 27 A

Motor Manufacturer General Electric Company

No. of Motors 4 Type 80 H.P. 40

Controllers - No. 1 Type K-32-C

Air Equipment Compressor Make General Electric Type CP-27

Safety Appliances

Seating Capacity

Type Seats

Weight of Car

GENERAL DIMENSIONS

Length over all including bumpers 29' - 8"

Length over vestibule sheathing

Length of each platform over vestibule sheathing

Length over body corner posts

Length of Transverse seats

Length of wheel base of truck 5' - 0"

Width over bumpers

Width over posts

Width over drip rail (extreme)

Height from rail to top of floor

Height from floor to top of window rest

Height from rail to top of roof

Height from rail to top of trolley boards

Post centers

Seat Centers

Truck centers

Gauge of tread 4' - 8½"

Diameter of wheels 33"

This is a double truck flat car used for carrying timbers, ties or other railway truck material. It has a wooden body mounted on two Brill 27G trucks. It was rebuilt by the Connecticut Railway & Lighting Company in 1909. Its estimated original cost as shown by the Company's records, 1914 prices, was $2,630. The car now is almost worn out. It is generally run down and in a dilapidated condition. My estimate on its present value is $400.

Exhibit 11.

DETAIL SHEET

Car No. Flat Car 9-150 Year Built [illegible] Date of Inspection March 9, 1917

Body Builder Connecticut Ry. At Waterbury

Truck Builder Brill 27A

Motor Manufacturer [illegible]

No. of Motors None Type [illegible] H.P. [illegible]

Controllers - No. [illegible] Type [illegible]

Air Equipment [illegible] Make [illegible] Type [illegible]

Safety Appliances

Seating Capacity

Type Seats

Weight of Car

GENERAL DIMENSIONS

Length over all including bumpers 19' - 8"

Length over vestibule sheathing

Length of each platform over vestibule sheathing

Length over body corner posts

Length of Transverse seats

Length of wheel base of truck

Width over bumpers

Width over posts

Width over drip rail (extreme) 8' - 7"

Height from rail to top of floor

Height from floor to top of window rest

Height from rail to top of roof

Height from rail to top of trolley boards

Post centers

Seat Centers

Truck centers

Gauge of tread

Diameter of wheels

Height - Floor to Headlining

This is a flat wooden car body mounted on a Brill single truck 27A type. It has no entrance. It has a reel carrier which is used for the purpose of carrying reels for stringing trolley wire. The estimated original cost of this unit is $800. Its present depreciated value is $100.

Exhibit 11.

DETAIL SHEET

Car No. [illegible] Year Built 1908 Date of Inspection [illegible] 1927

Body Builder [illegible] At Waterbury

Truck Builder [illegible]

Motor Manufacturer Westinghouse

No. of Motors 4 Type 68 H.P. 75

Controllers - No. 2 Type K-32-A

Air Equipment Compressor Make Allis Chalmers Type P-21-A

Safety Appliances

Seating Capacity

Type Seats

Weight of Car

GENERAL DIMENSIONS

Length over all including bumpers 40' - 8"

Length over vestibule sheathing

Length of each platform over vestibule sheathing

Length over body corner posts 31' - 8"

Length of Transverse seats

Length of wheel base of truck

Width over bumpers

Width over posts

Width over drip rail (outside)

Height from rail to top of floor

Height from floor to top of window rail

Height from rail to top of roof

Height from rail to top of trolley boards

Post centers

Sheet Centers

This is a double truck snow plow. It has a wooden body mounted on two Kuhnke Manufacturing Company special plow trucks. It has a shear plow on each end approximately 8' wide, one end of which extends beyond the body approximately 12'. It also has a side wing plow on each side. The unit generally is in good condition. The cost of the plow is estimated in 1914 to be $6,510. My estimate is that the unit has as a whole depreciated 80% from its original value or $1,877, leaving present value $4,753. Because of the limited purpose for which this plow is used there is little or no obsolescence.

Year Built [illegible] Date of Inspection [illegible]

Car No. [illegible] At Waterbury

Body Builder [illegible]

Truck Builder [illegible]

Motor Manufacturer [illegible]

No. of Motors 4 Type K-32-A H.P. 40

Controllers - No. 2 Type K-4

Air Equipment [illegible] Make Westinghouse Type HB-14

Safety Appliances

Seating Capacity

Type Seats

Weight of Car

GENERAL DIMENSIONS

Length over all including bumpers 41' - 10"

Length over vestibule sheathing

Length of each platform over vestibule sheathing 8' - 0"

Length over body corner posts 28' - 11"

Length of Transverse seats

Length of wheel base of truck

Width over bumpers

Width over posts

Width over drip rail (outside)

Height from rail to top of floor

Height from floor to top of window rail

Height from rail to top of roof

Height from rail to top of trolley boards 13' - 9"

Post centers

Sheet Centers

Truck centers 21' - 0"

Gauge of track

Diameter of wheels

Height - Floor to Headlining

This is a double truck line car. The body is wood, mounted on two standard O-35 trucks. It has an air operated tower platform. The car was built in 1910 by the Connecticut Company and is badly dilapidated. It has a bad floor, bad roof, sides only in fair condition and the platforms and vestibules are in poor condition. The underframe has depreciated 80%, the trucks and brake rigging, motors, etc. are fully 80% depreciated. In my opinion the car now is not worth more than $1,200. Its estimated cost in 1914 was $4,000 which leaves $3,5.3 in depreciation. I do not consider the question of obsolescence as entering into this car.

EXHIBIT 11

DETAIL SHEET

Car No. Wreck Car C-220 Year Built 1910 Date of Inspection March 9, 1927

Body Builder Connecticut Co. At Waterbury

Truck Builder Standard C-22

Motor Manufacturer General Electric

No. of Motors 4 Type 80 H.P. 40

Controllers - No. 2 Type K-6

Air Equipment Compressor Make Allis Chalmers Type AA-1

Safety Appliances

Seating Capacity

Type Seats

Weight of Car

GENERAL DIMENSIONS

Length over all including bumpers 41' - 10"

Length over vestibule sheathing

Length of each platform over vestibule sheathing 3' - 8"

Length over body corner posts 36' - 11"

Length of Transverse seats

Length of wheel base of truck

Width over bumpers

Width over posts

Width over drip rail (extreme) 8' - 7"

Height from rail to top of floor

Height from floor to top of window rail

Height from rail to top of roof

Height from rail to top of trolley boards 11' - 7"

Post centers

Seat Centers 21' - 6"

Truck centers

Length of truck

Diameter of wheels

Height floor to platform

This is a double truck wreck car. It has a wooden body mounted on two standard C-22 trucks. It was built in 1910 by the Connecticut Company. The roof, floor, platforms and sides are in fair condition. The trucks and motors are also in fair condition. Its estimated value in 1914 was $4,000. My estimate of its present value is $1000, leaving a depreciation on the car of $3,000.

Body Builder Connecticut Co. At Waterbury, Connecticut

Truck Builder Standard Plow Truck

Motor Manufacturer General Electric

No. of Motors 4 Type 80 H.P. 40

Controllers - No. 2 Type K-22-C

Air Equipment Compressor Make General Electric Type CP-27

Safety Appliances

Seating Capacity

Type Seats

Weight of Car

GENERAL DIMENSIONS

Length over all including bumpers 40' - 6"

Length over vestibule sheathing

Length of each platform over vestibule sheathing

Length over body corner posts 31' - 8"

Length of Transverse seats

Length of wheel base of truck

Width over bumpers

Width over posts

Width over drip rail (extreme)

Height from rail to top of floor

Height from floor to top of window rail

Height from rail to top of roof

Height from rail to top of trolley boards

Post centers

Seat centers

Truck centers

Length of truck 4' - 0"

Diameter of wheels 24"

Height floor to platform

This is a snow plow built by the Wason Manufacturing Company in 1911. It has a wooden body mounted on two Wason Manufacturing Company special plow trucks. It has a sheer plow on each end approximately 5' wide, one end of which extends beyond the body approximately 10'. It also has a side wing plow on each side. The unit generally is in fair condition. The plow was estimated at being worth $4,700 in 1914. My estimate is that the unit as a whole has depreciated 25% from its original value or $1,176 leaving the present value $3,529.

Car No. [redacted] Year Built 1911 Date of Inspection March 9, 1922

Body Builder [redacted]

Truck Builder [redacted]

Motor Manufacturer [redacted]

No. of Motors 4 Type [redacted] H.P. [redacted]

Controllers - No. 2 Type [redacted]

Air Equipment [redacted] Make [redacted] Type [redacted]

Safety Appliances [redacted]

Seating Capacity [redacted]

Type Seats [redacted]

Weight of Car [redacted]

GENERAL DIMENSIONS

Length over all including bumpers 40' - 10"

Length over vestibule sheathing [redacted]

Length of each platform over vestibule sheathing [redacted]

Length over body corner posts 31' - 0"

Length of Transverse sills [redacted]

Length of wheel base of truck [redacted]

Width over bumpers [redacted]

Width over posts [redacted]

Width over drip rail (extreme) [redacted]

Height from rail to top of roof [redacted]

Height from floor to top of center roof [redacted]

Height from rail to top of [redacted]

Height from rail to top of [redacted]

Floor construction [redacted]

This is a motor truck car that was first built as a flat car of 6,000 lbs. capacity. The body is of steel with reinforced plates all over and mounted on standard 6-40 trucks. This car has originally equipped with a crane in 1911 but apparently about 1916 the car body was reconstructed and a new crane installed similar to the crane located in Bridgeport. There seems to be no doubt in regard to the original cost of the car crane or the reconstructed car body. It is safe to assume, however, that the car body, trucks and crane cost $10,000 and the electrical and air equipment such as motors, controllers, compressor, air-work hardware, governor, valves, brake cylinders and miscellaneous cost about $5,000, making the total value of the unit $15,000. The crane appears to be of good design and type of construction so the crane may be properly rated. The car body, trucks and miscellaneous equipment is estimated to

Exhibit 11.

Car No. [redacted] Year Built [redacted] Date of Inspection [redacted]

Body Builder [redacted]

Truck Builder [redacted]

Motor Manufacturer [redacted]

No. of Motors 4 Type [redacted] H.P. [redacted]

Controllers - No. 2 Type [redacted]

Air Equipment [redacted] Make [redacted] Type [redacted]

Safety Appliances [redacted]

Seating Capacity [redacted]

Type Seats [redacted]

Weight of Car [redacted]

GENERAL DIMENSIONS

Length over all including bumpers 30' - 10"

Length over vestibule sheathing [redacted]

Length of each platform over vestibule sheathing [redacted]

Length over body corner posts [redacted]

Length of Transverse sills [redacted]

Length of wheel base of truck [redacted]

Width over bumpers [redacted]

Width over posts [redacted]

Width over drip rail (extreme) [redacted]

Height from rail to top of flues [redacted]

Height from floor to top of center roof [redacted]

Height from rail to top of roof [redacted]

Height from rail to top of [redacted]

Floor centers [redacted]

Sheet Centers [redacted]

Truck centers [redacted]

Gauge of track 4' - 8½"

Diameter of wheels 24"

Height - floor to Sheathing [redacted]

This is a double truck tank car. It has a wooden body mounted on two standard GOS trucks. It was built by the Connecticut Company in 1910. I estimate the original cost of this car at $6,000 and the present value to be $1,500, leaving $4,500 for depreciation. The car is pretty well worn out.

Exhibit 11.

Car No. Passenger 0-273 Year Built 1920 Date of Inspection March 9, 1937

Body Builder Connecticut Co. At Waterbury, Connecticut

Truck Builder Standard O-22

Motor Manufacturer Westinghouse - General Electric

No. of Motors 4 - 2 (Series) Type 101-B - 67 H.P. 40 - 40

Controllers - No. 2 - 2 (Series) Type K-6 - K-10

Air Equipment Compressor Make Allis-Chalmers Type A4-6

Safety Appliances

Seating Capacity

Type Seats

Weight of Car 38,000

GENERAL DIMENSIONS

Length over all including bumpers 42' - 6"

Length over vestibule sheathing

Length of each platform over vestibule sheathing

Length over body corner posts

Length of Transverse seats

Length of wheel base of truck

Width over bumpers

Width over posts

Width over drip rail (extreme)

Height from rail to top of floor

Height from floor to top of window rail

Height from rail to top of roof

Height from rail to top of trolley boards

Post centers

Seat Centers

Truck centers

This is a double truck motor passenger which was built from an old car by the Connecticut Company in 1920. It has a wooden body which is mounted on two standard O22 trucks. It has a hymn on each end and side wings on each side. In general the unit appears in good condition. I estimate the original cost of this unit at $8,000. The unit is about 30% depreciated, leaving depreciation $2,400 and present value $5,600.

1034

Exhibit 11.

Car No. [illegible] Year Built 1920 Rebuilt Date of Inspection March 9, 1937

Body Builder Connecticut Co. At Waterbury, Connecticut

Truck Builder Standard O-22

Motor Manufacturer Westinghouse

No. of Motors 4 Type 101B H.P. 40

Controllers - No. 2 Type K-6

Air Equipment Compressor Make Allis Chalmers Type A4-4

Safety Appliances

Seating Capacity

Type Seats

Weight of Car 38,000

GENERAL DIMENSIONS

Length over all including bumpers 28' - 10"

Length over vestibule sheathing

Length of each platform over vestibule sheathing

Length over body corner posts

Length of Transverse seats

Length of wheel base of truck

Width over bumpers

Width over posts

Width over drip rail (extreme)

Height from rail to top of floor

Height from floor to top of window rail

Height from rail to top of roof

Height from rail to top of trolley boards

Post centers

Seat Centers

Truck centers

Gauge of track 4' - 8½"

Diameter of wheels 34"

Height - Floor to Headlining

This is a semi car which was rebuilt by the Connecticut Company out of an old passenger car in 1920. It has a wooden body mounted on two standard O-22 trucks. I estimate its original cost at $6,000. It is pretty well worn out and my estimate of its present value is $1,000 leaving $5,000 depreciation.

1035

Exhibit 11.

DETAIL SHEET

Car No. Trailer Flat Rdr Car 0-200 Year Built 1921 Date of Inspection March 5, 1927

Body Builder Connecticut Co.

Truck Builder Pratt St-1

Motor Manufacturer Gt Electric

No. of Motors ____ Type ____ H.P. ____

Controllers - No. ____ Type ____

Air Equipment ____ Make ____ Type ____

Safety Appliances ____

Seating Capacity ____

Type Seats ____

Weight of Car ____

GENERAL DIMENSIONS

Length over all including bumpers 31' - 7"

Length over vestibule sheathing ____

Length of each platform over vestibule sheathing ____

Length over body corner posts ____

Length of Transverse seats ____

Length of wheel base of truck ____

Width over bumpers ____

Width over posts ____

Width over drip rail (extreme) ____

Height from rail to top of floor ____

Height from floor to top of window rail ____

Height from rail to top of roof ____

Height from rail to top of trolley boards ____

Floor Framing ____

Roof Framing ____

Floor Sheathing ____

This is an old trailer flat car which was remodled in the Pratt shops from another old flat car in 1921 by the Connecticut Company. I estimate its original cost at $800. At present it is almost useless. I estimate its value at $75.

1036

Exhibit 11.

DETAIL SHEET

Car No. Trailer Flat Rdr Car 0-200 Year Built 1921 Date of Inspection March 5, 1927

Body Builder Connecticut Co.

Truck Builder Pratt St-1

Motor Manufacturer Gt Electric

No. of Motors ____ Type ____ H.P. ____

Controllers - No. ____ Type ____

Air Equipment ____ Make ____ Type ____

Safety Appliances ____

Seating Capacity ____

Type Seats ____

Weight of Car ____

GENERAL DIMENSIONS

Length over all including bumpers 31' - 7"

Length over vestibule sheathing ____

Length of each platform over vestibule sheathing ____

Length over body corner posts ____

Length of Transverse seats ____

Length of wheel base of truck ____

Width over bumpers ____

Width over posts ____

Width over drip rail (unknown) ____

Height from rail to top of floor ____

Height from floor to top of window rail ____

Height from rail to top of roof ____

Height from rail to top of trolley boards ____

Floor members ____

Roof Crosbars ____

Truck members ____

Gauge of truck ____

Diameter of wheels ____

Height - Floor to Headlining ____

This is a trailer flat car remodled from another old flat car in 1921 by the Connecticut Company. I estimate its original cost at $800. At present it is almost worn out and is not worth over $75.

1037

Exhibit 11.

Exhibit 11.

Car No. [illegible] Year Built 1913 Converted Date of Inspection March 9, 1937

Body Builder Connecticut Co. At Waterbury, Connecticut

Truck Builder Standard O-22

Motor Manufacturer General Electric

No. of Motors 2 Type 1013 H.P. 40

Controllers - No. 2 Type K-10

Air Equipment Compressor Make Allis-Chalmers Type AA4

Safety Appliances

Seating Capacity

Type Seats

Weight of Car

GENERAL DIMENSIONS

Length over all including bumpers 46' - 8"

Length over vestibule sheathing

Length of each platform over vestibule sheathing

Length over body corner posts

Length of Transverse seats

Length of wheel base of truck

Width over bumpers

Width over posts

Width over drip rail (extreme)

Height from rail to top of floor

Height from floor to top of window rest

Height from rail to top of roof

Height from rail to top of trolley boards 11' - 6"

Post centers

Seat Centers

Trunk centers 8' - 3"

This is a double truck snow sweeper which was built by the Connecticut Company in 1913 out of an old passenger car. It has a wooden body which is mounted on two standard O-22 trucks. It has a broom on each end and side wings on each side. In general the unit appears to be in fair condition. I estimate the original value of this sweeper to be $8,000. It has depreciated about 30% or $2,400, leaving the present value $5,600.

Exhibit 11.

Car No. [illegible] Year Built 1920 (Converted) Date of Inspection March 9, 1937

Body Builder Connecticut Company At Waterbury, Connecticut

Truck Builder Standard O-22

Motor Manufacturer General Electric

No. of Motors 2 (Rear) Type 4-B-60 H.P. 40

Controllers - No. 2 (Front) Type K-10

Air Equipment Compressor Make Allis-Chalmers Type AA4

Safety Appliances

Seating Capacity

Type Seats

Weight of Car 36,800

GENERAL DIMENSIONS

Length over all including bumpers 43' - 10"

Length over vestibule sheathing

Length of each platform over vestibule sheathing

Length over body corner posts 40' - 3"

Length of Transverse seats

Length of wheel base of truck

Width over bumpers

Width over posts

Width over drip rail (extreme)

Height from rail to top of floor

Height from floor to top of window rest

Height from rail to top of roof

Height from rail to top of trolley boards

Post centers

Seat Centers

Trunk centers

Gauge of track 4' - 8½"

Diameter of wheels 34"

Height - Floor to Headlining

This is a snow sweeper which was built by the Connecticut Company in 1920 from an old passenger car. It has a wooden body and is mounted on two standard O22 trucks. The Company has an estimated price on this unit of $9,319, which consists of the value of the old body $1,625, cost of converting $4,819, value of trucks $800, electrical equipment $2,045 and air brake equipment $220. This unit has depreciated about 30% or $3,861, leaving its present value $5,458.

DETAIL SHEET

Car No. [illegible] Year Built 1924 (Converted) Date of Inspection March 9, 1927

Body Builder [illegible] At Waterbury, Connecticut

Truck Builder [illegible]

Motor Manufacturer [illegible]

No. of Motors 4 Type [illegible] H.P. 40

Controllers - No. 2 Type [illegible]

Air Equipment [illegible] Make [illegible] Type [illegible]

Safety Appliances

Seating Capacity

Type Trucks

Weight of Car [illegible]

DETAIL DIMENSIONS

Length over all including bumpers [illegible]

Length over vestibule sheathing

Length of each platform over vestibule sheathing

Length over body corner posts [illegible]

Length of Transverse seats

Length of wheel base of truck

Width over bumpers

Width over posts

Width over drip rail (extreme)

Height from rail to top of floor

Height from floor to top of window rail

Height from rail to top of roof

Height from rail to top of trolley boards

Post centers

Seat centers

Truck centers

Gauge of track

Diameter of wheels

This is a coach car which was built by the Connecticut Company in 1924 out of an old passenger car. It has a wooden body and is mounted on standard G.E. trucks. I estimate the original cost of this unit at $4,500 and its present value $1,800, leaving $2,700 for depreciation.

Exhibit 11. 1040

DETAIL SHEET

Car No. [illegible] Year Built 1910 - [illegible] Date of Inspection March 9, 1927

At [illegible]

Truck Builder [illegible]

Motor Manufacturer [illegible]

No. of Motors 4 Type [illegible] H.P. 40

Controllers - No. 2 Type [illegible]

Air Equipment [illegible] Make General Electric Type [illegible]

Safety Appliances

Seating Capacity

Type Trucks

Weight of Car [illegible]

DETAIL DIMENSIONS

Length over all including bumpers [illegible]

Length over vestibule sheathing

Length of each platform over vestibule sheathing

Length over body corner posts

Length of Transverse seats

Length of wheel base of truck

Width over bumpers

Width over posts

Width over drip rail (extreme)

Height from rail to top of floor

Height from floor to top of window rail

Height from rail to top of roof

Height from rail to top of trolley boards

Post centers

Seat Centers

Truck centers

Gauge of track

Diameter of wheels

Height - Floor to Headlining

This is a coach car which was built originally by Osgood Bradley Car Company in 1910 and converted to a coach car by the Connecticut Company in 1920. It has a wooden body mounted on standard G-20 trucks. This car is in very poor condition and about ready to be scrapped. I estimate its original cost at $4000 and its present value $200.

Exhibit 11. 1041

Exhibit 12.

April 24, 1937

Mr. Walter Carr, Vice President

Dear Sir:

This is a summary report of track and equipment turned over to C. R. & L. Co. by the Connecticut Company.

TRACK AND ROADBAT

Briefly the report shows that there were 129.028 miles of operating track returned and that the deferred maintenance on this trackage amounts to $ 308,488. The trackage at each location and the amount of deferred maintenance thereon is shown on page 2 of this report.

The trackage report which accompanies this report shows the details of the summary figures on track and roadway submitted in this report.

PASSENGER CAR AND SERVICE EQUIPMENT

The Connecticut Company turned over to C. R. & L. Co. 130 passenger cars and 43 service cars. Five of the passenger cars and two of the service cars have been destroyed by C. R. & L. Co. The number of cars turned over and the details with reference to same are shown on page 3 of this report.

The several classes of cars turned over to C. R. & L. Co. are grouped on the schedule shown on page 4 of this report together with the details with respect to same.

[illegible] the equipment taken, appraised by [illegible]

ON A DEPRECIATED BASIS

Total original [illegible] value of all equipment. (Some estimated, some actual)	$ 1,259,462
Total depreciation and Renewal parts required.	$ 415,870
Present Depreciated Value	$ 844,592

ON AN OBSOLESCENCE BASIS

Total original value of all equipment (Some estimated, some actual)	$ 1,256,089
Total Obsolescence	$ 755,017
Present Obsolescence Value	$ 501,082
Amount required for new parts to place equipment in reasonably good operating condition.	$ 37,307

Respectfully submitted

_____

1042

SUMMARY OF TRACK AND ROADBAT

Division	TRACK FOOTAGE: First Main	Second Main	Turnouts	Crossovers	Car Barns	Total Track Footage	Total Track Miles	Total Deferred Maintenance
Bridgeport	87,800.5	88,658.6	-	2,155.5	20,644.0	199,257.4	37.862	$ 155,213.48
Milford	20,951.0	17,389.0	-	296.0	-	38,636.0	7.301	3,228.85
Derby	136,108.9	34,396.2	24,124.9	725.4	5,926.0	200,284.4	37.921	96,101.90
Waterbury	85,059.7	42,266.4	5,051.5	1,256.2	18,748.0	151,060.8	28.610	60,464.29
New Britain	24,856.0	25,157.2	-	289.1	1,536.0	48,850.9	9.441	18,015.70
Cheshire	22,328.5	4,130.6	6,089.3	139.2	-	42,680.6	8.073	4,487.30
GRAND TOTAL:	384,088.4	206,658.6	35,215.7	4,550.4	52,745.0	681,285.1	129.028	$ 308,488.32
Track Feet Reduced to Track Miles -	72.727	39.123	6.670	0.819	9.989		129.028	

NOTE: Track in the Waterville Yard, which I understand is not owned by the Company, is not included.

1043

Exhibit 12.

Exhibit 12.

RECAPITULATION OF CARS OWNED BY C. R. & L. CO. -

Number of Cars	Location	Depreciation Basis: Original Cost	Depreciation Basis: Reproduction Cost	Depreciation Basis: Depreciation	Depreciation Basis: Present Value	Undepreciated Basis: Original Cost	Undepreciated Basis: Undepreciated Value	Undepreciated Basis: Obsolescence	Cost of New Parts To Place Car In Reasonable Condition
86	Bridgeport	$ 441,041	$ 449,850	$115,854	$ 288,814	$ 441,041	$ 296,532	$ 144,509	$ 16,854
45	Waterbury	208,836	207,007	124,852	288,188	208,600	210,896	197,970	6,081
35	Derby	287,852	290,198	91,158	199,054	287,854	177,088	110,978	4,044
15	New Britain	98,384	98,855	54,974	44,879	98,384	81,641	16,743	2,878
136	Total	$1,215,908	$1,216,908	$386,830	$ 884,802	$1,215,908	$ 715,941	$ 490,987	$ 28,907

RECAPITULATION OF CARS OWNED BY C. R. & L. CO. (Not Improved)

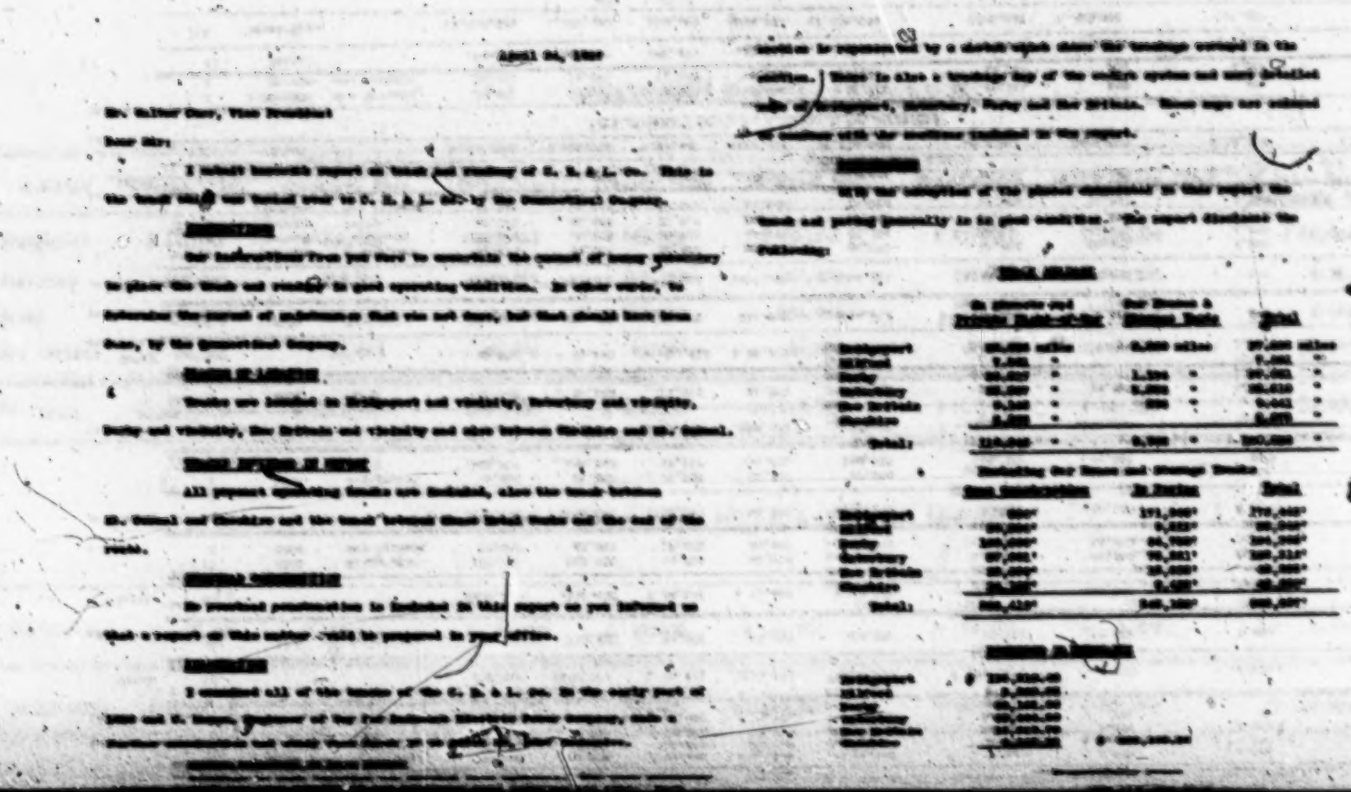
7	New Britain	$ 80,301	$ 80,780	$ 80,470	$ 80,280	$ 80,301	$ 38,076	$ 1,226	$ 4,400
143	Grand Total	$1,296,089	$1,297,688	$ 412,870	$ 964,082	$1,296,089	$ 753,017	$ 531,082	$ 33,307

Number of Cars	Class	Location	Depreciation Basis: Original Cost	Depreciation Basis: Reproduction Cost	Depreciation Basis: Depreciation	Depreciation Basis: Present Value	Undepreciated Basis: Original Cost	Undepreciated Basis: Undepreciated Value	Undepreciated Basis: Obsolescence	Cost of New Parts To Place Car In Reasonable Condition
14	1100 to 1300	Bridgeport	$ 70,000	$ 72,000	$ 24,971	$ 52,000	$ 72,000	$ 72,000	$ 2,000	$ 1,740
6	"	Waterbury	30,041	30,000	10,000	22,019	30,041	22,062	1,000	300
9	"	Derby	37,000	38,000	15,001	22,078	37,000	24,600	1,400	1,200
1	"	New Britain	5,000	5,010	1,040	3,770	5,000	3,970	900	60
Total 30			$138,000	$140,000	$ 50,971	$100,000	$140,000	$147,000	$ 5,000	$ 3,910
20	1700	Bridgeport	200,000	210,000	34,000	76,000	120,000	70,000	30,000	2,400
Total 20			$320,000	$330,000	$ 84,000	$ 76,000	$190,000	$70,000	$30,000	$ 2,400
18	1800	Bridgeport	100,000	100,000	34,000	66,000	100,000	68,000	32,000	2,041
5	1800	New Britain	40,000	40,000	15,000	25,000	40,000	26,000	14,000	240
Total 20			$140,000	$140,000	$ 50,000	$ 94,000	$140,000	$46,000	$46,000	$ 2,000
6	1900	Bridgeport	90,000	92,000	28,000	62,000	90,000	36,000	54,000	615
11	1900	Derby	165,000	180,140	47,000	120,252	166,027	100,027	66,000	856
Total 17			$255,000	$250,701	$ 77,170	$182,252	$256,000	$136,000	$120,000	$ 1,171
7	2000	Derby	40,000	40,000	11,013	28,972	40,000	22,000	18,000	200
Total 7			$ 40,000	$ 40,000	$ 11,013	$ 28,972	$ 40,000	$ 22,000	$ 18,000	$ 200
23	2100	Waterbury	204,614	201,205	75,000	117,000	204,614	140,714	104,100	279
Total 23			$204,614	$201,205	$ 75,000	$217,000	$204,614	$140,714	$104,100	$ 279
10	Service	Bridgeport	64,075	64,075	20,000	45,075	64,075	20,000	43,075	2,300
16	Service	Waterbury	60,004	60,004	20,004	40,000	60,004	20,004	40,000	2,250
8	Service	Derby	42,000	42,000	17,717	24,775	42,000	17,717	24,775	1,000
7	Service	New Britain	30,345	30,342	17,000	11,043	30,345	17,000	11,043	2,000
Total 41			$216,000	$216,000	$ 94,000	$122,341	$216,000	$ 94,000	$122,341	$ 15,700
136	Total		$1,215,908	$1,216,908	$386,830	$884,802	$1,215,908	$715,941	$490,987	$ 28,907

Cars Destroyed by C. R. & L. Co. - Not Inspected

5	1100-1800	New Britain	27,021	28,000	9,000	18,000	27,021	26,756	875	400
2	Service	New Britain	13,970	13,970	13,970	1,000	13,970	13,320	700	4,000
7	Total		$ 40,301	$ 40,780	$ 22,970	$ 20,000	$ 40,301	$ 39,076	$ 1,225	$ 4,400
143	Grand Total		$1,256,089	$1,257,688	$ 412,870	$ 904,082	$1,256,089	$ 753,017	$ 531,082	$ 33,307

Exhibit 13.



April 24, 1907

Mr. Walter Chew, Vice President

Dear Sir:

I submit herewith report on track and trackway of C. N. & L. Co. This is the track which was turned over to C. N. & L. Co. by the Connecticut Company.

INSPECTION

Our instructions from you were to ascertain the amount of money necessary to place the track and roadbed in good operating condition. In other words, to determine the amount of maintenance that was not done, but that should have been done, by the Connecticut Company.

MILES OF TRACKAGE

Tracks are included in Bridgeport and vicinity, Waterbury and vicinity, Derby and vicinity, New Britain and vicinity and also between Cheshire and Mt. Carmel.

TRACK BETWEEN RAILS

All pavement splashing tracks are included, also the track between Mt. Carmel and Cheshire and the track between Grant Hotel tracks and the end of the tracks.

SPECIAL TRACKWORK

No practical recommendation is included in this report as you informed me that a report on this matter would be prepared in your office.

CONDITION

I examined all of the tracks of the C. N. & L. Co. In the early part of 1906 and C. Hooper, Engineer of Way for Connecticut Electric Power Company, made a further examination and sharp track notes as to condition of track.

[illegible]

section is represented by a sketch which shows the trackage covered in the section. There is also a trackage map of the entire system and many detailed maps of Bridgeport, Waterbury, Derby and New Britain. These maps are enclosed in accordance with the sections included in the report.

CONCLUSION

It is the conclusion of the placed enumerated in this report the track and paving generally is in good condition. The report discloses the following:

TRACK REPORT

	In pavement and between Rails of Car	Car Bureau & Ballast Rails	Total
Bridgeport	25,000 miles	2,000 miles	27,000 miles
Milford	7,000 "		7,000 "
Derby	25,000 "	1,000 "	26,000 "
Waterbury	25,000 "	2,000 "	27,000 "
New Britain	9,000 "	500 "	9,500 "
Cheshire	3,000 "		3,000 "
Total:	119,000 "	5,500 "	124,500 "

Including Car House and Storage Tracks

	Open Construction	On Ballast	Total
Bridgeport	500'	171,500'	172,000'
Milford	20,000'	2,000'	22,000'
Derby	100,000'	64,000'	164,000'
Waterbury	87,000'	78,000'	165,000'
New Britain	25,000'	15,000'	40,000'
Cheshire	20,000'	5,000'	25,000'
Total:	252,500'	345,500'	598,000'

[illegible]

Bridgeport	$ 100,000.00
Milford	2,000.00
Derby	64,000.00
Waterbury	100,000.00
New Britain	15,000.00
Cheshire	5,000.00
	$ 286,000.00

[illegible]

Exhibit 13.

1040

GRAND SUMMARY

DIVISION	TRACK FOOTAGE					Total Track Footage	Total Track Miles	Total Relaying Maintenance
	First Main	Second Main	Turnouts	Crossovers	Car Barns			
Bridgeport	97,800.5	88,659.6	—	2,153.5	38,644	138,257.4	27,652	$ 153,215.60
Milford	20,651.0	17,200.0	—	200.0	—	38,049.0	7,301	3,550.50
Derby	135,108.0	54,505.2	24,154.9	765.4	2,658	200,304.4	37,921	86,101.90
Waterbury	83,037.7	48,988.4	5,051.5	1,356.2	18,749	151,060.8	28,610	65,664.29
New Britain	24,658.0	23,197.8	—	256.1	1,356	49,250.9	9,661	16,019.70
Cheshire	20,305.5	6,150.6	2,029.3	137.2	—	28,622.6	5,075	4,657.30
GRAND TOTAL:	304,058.4	304,458.8	33,215.7	4,880.4	32,765.0	681,325.1	129,020	$ 328,660.32
Track Feet Reduced to Track Miles -	72.727	58.723	6.270	0.918	5.359	—	129.020	

NOTE: Track in the Naterville Yard, which I understand is not owned by the Company, is not included.

Exhibit 13.

1041

Exhibit 13.

SUMMARY

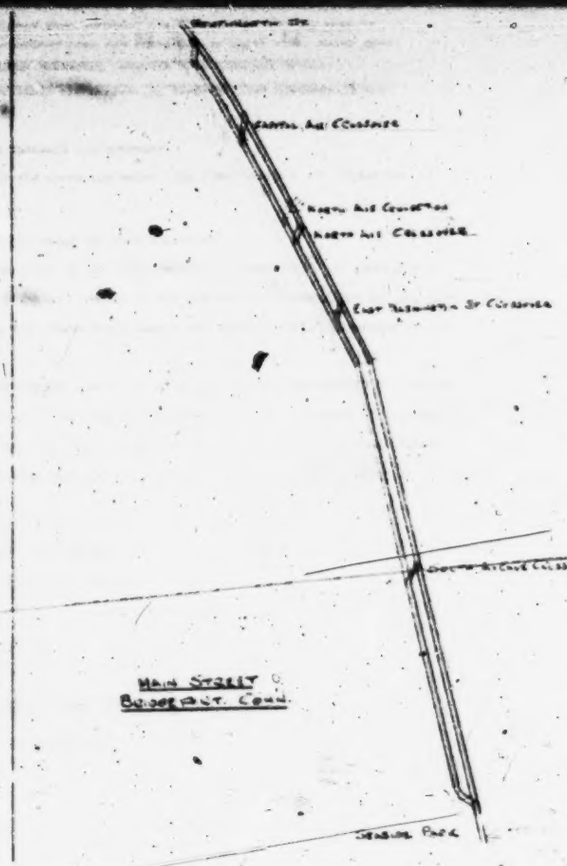
Section	First Main	Second Main	Turnouts	Crossovers	Car Barns	Deferred Maintenance
BRIDGEPORT DIVISION						
Main Street, Fort Place (Seaside Park) to End	10,388.0	10,116.0	—	286.0	—	$ 1,379.40
Congress Street, Main to Water Street	979.3	489.8	—	—	10,548.0	3,464.62
Golden Hill Street, Water to Main Street	765.8	765.8	—	68.6	—	7,814.50
Water Street, Congress to State and Main Streets	2,507.2	2,606.9	—	136.8	—	3,992.29
Fairfield Avenue, Water Street to End	10,548.0	10,422.6	—	628.0	—	88,814.48
Stratford Avenue, Water Street to End	25,378.0	25,296.0	—	528.0	7,488.0	18,498.84
Barnum Avenue, Stratford Avenue to End	4,218.8	3,743.3	—	151.9	3,600.0	1,748.56
East Main Street, Stratford Avenue to End	11,487.4	6,821.0	—	388.4	—	13,898.88
TOTAL:	89,800.3	82,489.4	—	2,155.8	29,644.0	$ 138,213.48
BRIDGEPORT TO NEW HAVEN DIVISION						
Milford to Woodmont	25,851.0	17,269.0	—	528.0	—	$ 3,238.96
DERBY DIVISION						
New Avenue, Mt. Pleasant to Chamber Streets	10,188.0	—	481.0	—	—	$ 3,144.80
Bridge Street Crossing Housatonic River, Derby	1,272.5	320.0	—	—	—	—
Housatonic Avenue, Bridge Street to End	2,568.8	—	288.1	—	—	608.90
Elizabeth Street, Main to Franklin Streets	13,083.2	1,816.3	327.0	—	—	3,628.70
Main Street, Bridge Street to Derby Junction	2,568.0	2,320.0	—	320.5	3,984.0	10,348.90
Bridge Street Crossing, Naugatuck River	1,272.0	528.9	749.3	—	—	1,648.80
Main St. & Derby Ave.(Derby Junction) Towards New Haven	10,851.4	10,751.5	—	197.3	—	8,648.15
Main St. & Derby Ave.(Derby Junction) Towards Waterbury	79,222.0	10,788.5	29,204.5	427.6	—	50,866.68
TOTAL:	120,102.9	26,366.2	34,150.9	726.4	3,984.0	$ 88,101.90
WATERBURY DIVISION						
Waterbury to Cambridge Place	23,004.0	18,897.4	2,211.7	455.9	18,748.0	$ 18,978.94
East Street, Cambridge Place to End	9,302.0	3,948.0	—	75.9	—	4,625.42
Congress Avenue to End	5,156.0	—	988.8	—	—	11,348.50
Willow St., East & Meadow Sts. to Cross and Bower Street Junction	14,894.0	15,210.5	—	628.2	—	21,628.98
Cross and Bower Street Junction to Chase Metal Works	8,258.5	1,668.2	1,205.5	—	—	1,188.38
Cross and Bower St. Junction via North Main St. to Cambridge Place	18,130.2	18,461.2	681.9	296.2	—	18,898.00
Robinson Street Extension to Chase Rolling Mill	1,208.0	180.0	—	—	—	197.50
TOTAL:	88,897.7	48,988.4	5,082.8	1,888.2	18,748.0	$ 88,804.78
NEW HAVEN DIVISION						
Cantonal Track Loop to Bridgeport end of C. H. & L. Co.	26,888.0	20,197.0	—	888.2	3,240.0	$ 18,018.98
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

Exhibit 13.

	FIRST MAIN - FEET						SECOND MAIN - FEET						TOTAL - FEET					
	First Main	Second Main	Turnouts	Crossovers	Car Barns	Total	First Main	Second Main	Turnouts	Crossovers	Car Barns	Total	First Main	Second Main	Turnouts	Crossovers	Car Barns	Total
Bridgeport	888.0	888.0	0	0	22,888.0	22,888.0	87,888.0	88,888.0	0	2,188.0	8,888.0	177,188.0	87,888.0	88,888.0	0	2,188.0	88,888.0	288,888.0
Clifford	18,888.0	18,888.0	0	188.0	0	88,888.0	8,888.0	8,888.0	0	88.0	0	8,888.0	88,888.0	87,888.0	0	888.0	0	88,888.0
Derby	88,888.0	28,888.0	88,888.0	888.0	1,188.0	288,888.0	88,888.0	18,188.0	8,888.0	888.0	8,888.0	88,888.0	188,188.0	88,888.0	88,888.0	788.0	8,888.0	888,888.0
Waterbury	88,888.0	18,888.0	8,188.0	488.0	4,888.0	88,888.0	18,888.0	18,188.0	0	888.0	18,188.0	88,888.0	88,888.0	88,888.0	8,888.0	1,888.0	18,748.0	188,888.0
New Haven	18,888.0	18,888.0	0	888.0	0	88,888.0	8,888.0	8,888.0	0	88.0	1,888.0	18,888.0	88,888.0	88,888.0	0	888.0	1,888.0	88,888.0
Trunkline	88,188.0	0	8,888.0	0	0	88,188.0	8,188.0	8,188.0	0	188.0	0	8,488.0	88,188.0	8,188.0	8,888.0	188.0	0	88,888.0
TOTAL	188,888.0	88,888.0	88,888.0	1,888.0	88,888.0	888,888.0	188,888.0	188,888.0	28,888.0	8,888.0	88,888.0	888,888.0	888,888.0	888,888.0	88,888.0	4,888.0	88,888.0	888,888.0

Exhibit 12.

Exhibit 13.



REDACTED

REDACTED STREET - MAIN TO EAST RIVER

Track Footage

First Main Track	870.3	lineal feet
Second Main Track	680.8	" "
Car Barn Track	15,549.0	" "
Total:	16,900.1	" "

This track is used only by cars going to and from the Car House. It is double to the crossover which leads to the Car Barn. At this time it has four connecting curves as described below under "Special work". The rail is of the 8" - 72 lb. "T" type. It is laid on wooden ties and the granite block paving. We do not know the sub-base construction. The top paving is of granite block.

The estimated cost given below covers the straight rail, crossover and the special work at Main and Congress Streets, and also some special work leading to the Car House. The sketch presented herewith shows all of the track in question excepting the special work leading to the Car House and the New Haven Railroad crossing.

Rail and Fastenings

The rail heads are about 25% worn. The line, surface and joints are in good condition and no repairs or renewals are required.

Special Work

Main and Crossover, diverging Double Track Connection "Y" Turnout into Congress Street, about 20ft. distant, and a Double Slip Switch, Southerly Turnout into Congress Street.

is fair condition, except the centers which are loose, and should be tightened. The cost to repair loose centers only is - . $ 262.50

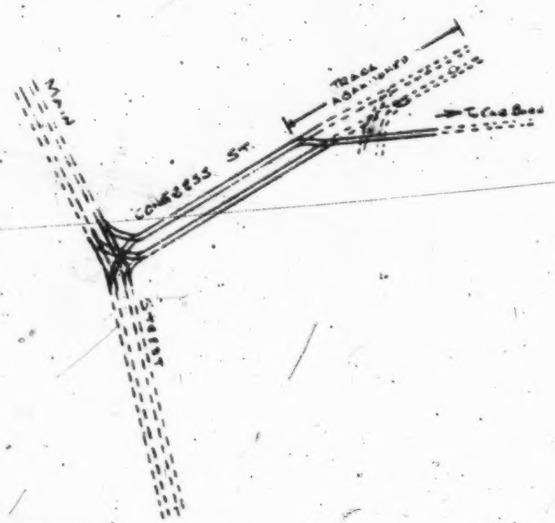
Car Barn Tracks

At present there are 14 tracks entering and leaving car barn. But 6 tracks into the Car House are now in use. In addition there are several storage sidings in the Car House Yard. Special Work is in fair condition, excepting 2 switches, 1 switch mate, and 4 frogs that are worn out, and should be removed. In the entrance track leading from Congress Street, there is a crossing over a siding of the New Haven R.R. which is worn out and should be replaced. Cost for removals of all Special Work and crossover is - $ 3,125.00

PAVING

Repair granite block - Cost 96.12

Total Cost: $ 3,484.62



Congress Street Crossover

Exhibit 13. 1054

[illegible]

MAIN STREET (GOLDEN HILL TO MAIN STREET)

MAIN PIPAGE

First Main Trunk	700.0	Lineal Feet
Second Main Trunk	700.0	" "
Crossovers	50.0	" "
Total:	1,700.0	" "

This is a double trunk. The main is 8" - 50 lb. "T" laid on cast ties, concrete base, joint pave.

The sketch present shows the trunk included in this estimate.

VALVES TRUNK

Valves on this street are in good condition.

SPECIAL WORK

Double Trunk Connection "T" Golden Hill & Water Streets

This special work is in very good condition, not more than 8 years in ground.

Golden Hill and Main Street Crossover

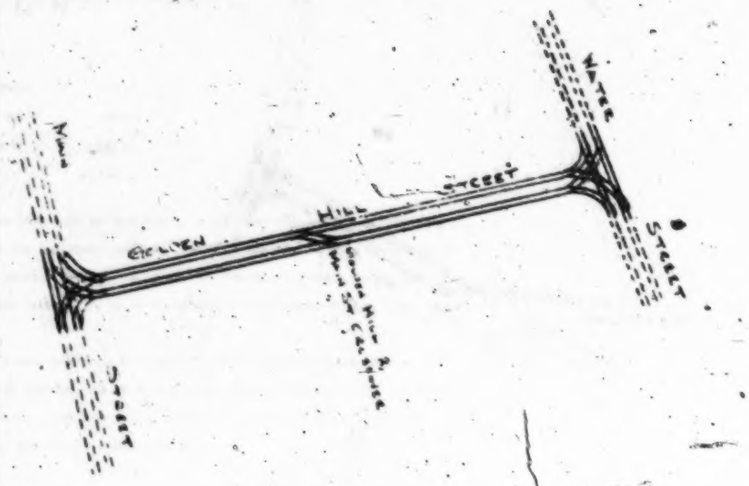
This crossover is in good condition.

Double Trunk Connection "T" Main & Golden Hill Streets

The special work on Golden Hill Street is in good condition, but that portion in the main street trunk is worn out and should be replaced at a cost of - $ 9,000.00

PAVING

A portion of the below paving, 200 feet in [illegible] should be replaced - [illegible]



GOLDEN HILL STREET
GRADIENT

Exhibit 13. 1055

[illegible]

MAIN PIPAGE

First main trunk	2,000.0	Lineal Feet
Second Main Trunk	2,000.0	" "
Crossovers	100.0	" "
Total:	4,100.0	" "

This is all double trunk. The mains are 8" - 200 lb. "T" and 8" - 50 lb. "T" and a short piece of 8" - 150 lb. grooved pull. Pull is laid on cast ties, concrete base. Paving is, Macadam, Bituminous and Stones.

The trunk included in this estimate is shown on sketch presented herewith. It includes all straight mail, the terminal at main street and two crossovers. The special work at Stamford Avenue and Golden Hill Street is not included.

VALVES TRUNK

Valves are in good condition on this street.

SPECIAL WORK

Pequonnock Avenue and Cameron Street Crossover

In fair condition, one valve piece of mill to replaced, and rings to be welded and ground - $ 240.00

Water Street Crossover

In fair condition, two valves valve welding and grinding - $ 50.00

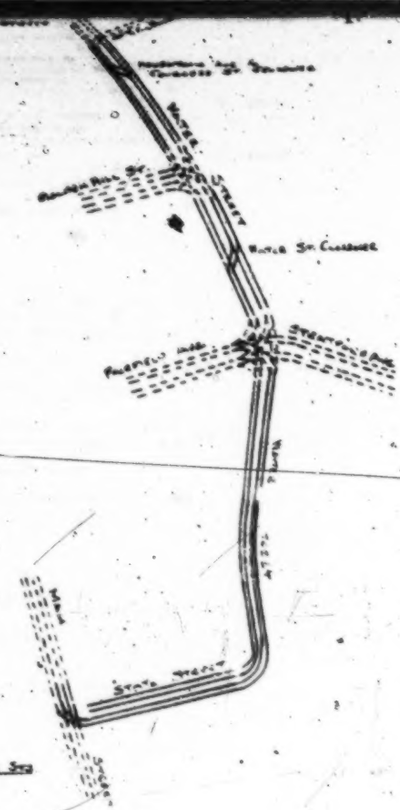
Left-Hand Branchoff, Crossing the Main Trunk, Main & State Sts.

Worn out and should be removed, cost of removal - $ 2,000.00

PAVING

Paving is in good condition, with the exception of 200 feet in length on State Street, between Water and Main Streets, Cost of repairs - $ 200.00

Total Cost: $ 2,440.00



WATER STREET
CONGRESS TO STATE & MAIN STS

Exhibit 13.

1067

[illegible]

[illegible] AVENUE CONNECTOR RAILS (CONNECTING TO END OF TRACK AT FAIRFIELD)

[illegible] TRACK

[illegible]	[illegible]	Lineal Feet
[illegible]	[illegible]	" "
[illegible]	[illegible]	" "
Total:	[illegible]	" "

This is all double track consisting for 200' of single track on the Fairfield end. The rail is 7" - 90 lb. "T", 7" - 90 lb. "T"/8" - 100 lb. "T" and a very short piece of 7" - 100 lb. Grooved rail. 75% of the rail is laid on wood ties and 25% on steel ties. About a mile of this track or 10,000' of rail, is of old wooden construction. The remainder has a sub-base of broken stone with concrete on top. The paving is Brick, Asphalt, Granite Block, Rubber, Concrete and Wooden.

This reinforce curves track shown on attached sketch. It includes straight rail, all crossovers, a complete new special work installation at Huber, Stratford and Fairfield Intersection; and a complete new special work installation at Main and Fairfield Intersection. It also includes removal of special work in Fairfield Avenue track only at Fairfield Avenue and Broad Street and also Fairfield Avenue and Main Street; in other words, remove frogs and switches but no curves.

TANGENT TRACK

Rails are corrugated at the following locations: Between Broad Street and Park Avenue, 5,240 feet, between Clinton and Huber Streets, 2,600 feet, between Crossmore and Middletown Crossover, 13,470 feet, or a total of 21,750' of single track. To remove these corrugations with the Connecticut Company's rail corrugation car will cost - $ 999.50

- Between Broad Street and Park Avenue, 10 short pieces of rail from 6 feet to 9 feet has been cut in on account of rail joints. These pieces should be removed, and 60' rail be installed, Cost $ 315.00

[illegible]

[illegible]

Between approximate intersection and Lake Avenue bridge, for a distance of 2,000 feet, rail has been in very bad condition, and were cut, and should be removed. Standard rail 7" - 90 lb. New rail should be 8" - 100 lb. At this station the contractors have just completed the construction of a sewer which made it necessary for the Company to abandon and remove 1,710 feet of single track temporarily. The removal of this abandoned track is included in this estimate. It is the intention of the State Highway Department to pave this street with concrete this year, which would necessitate this track removal. Cost - $ 48,500.00

STREET WORK

Fairfield Avenue and Huber Street, Double Track Connecting Curves

A portion of this special work connecting of the Huber Street end is in fair condition, but the Fairfield and Stratford Avenue ends are in bad condition, and worn out. This layout as originally installed was double track opening, double tracks with double track connecting curves, connecting Huber Street with Fairfield Avenue, and Stratford Avenue with Huber Street. At the present time one of the tracks connecting Stratford Avenue and Fairfield Avenue has been abandoned, and also one of the connecting curves connecting Fairfield Avenue and Huber Street, and also one of the connecting curves connecting Stratford Avenue and Huber Street. None of these special pieces have been removed. This estimate only includes the removal of that portion of the special work now operating. - $ 10,265.00

Fairfield Avenue and Main Street, Double Track Crossings with Double Track Connecting Curves, and one Single Curve Connection.

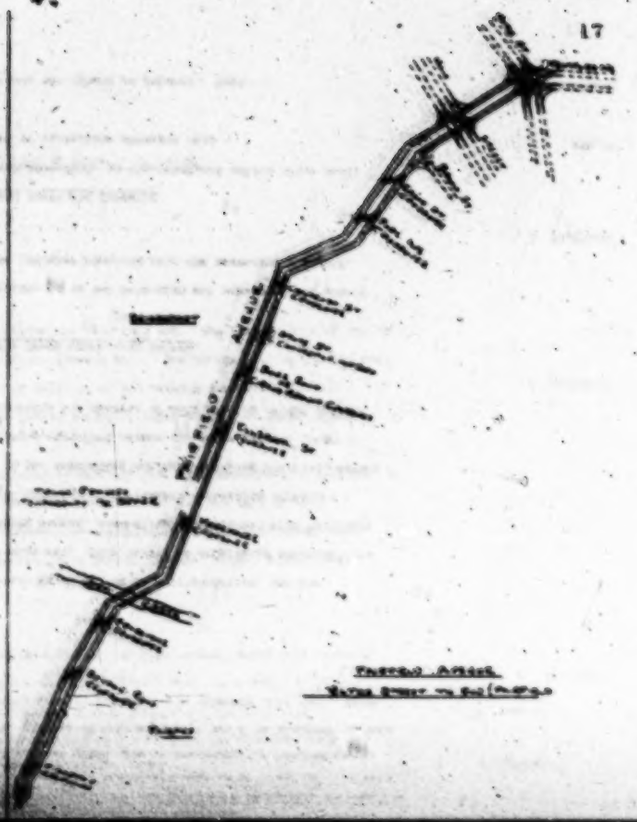
This special work, with the exception of three curvings is in bad condition and worn out, and should be removed. Part of this layout is not in use. This estimate includes removing only the operating portions. Estimated Cost - $ 10,840.00

Fairfield Avenue and Broad Street - Single Track "T" with Connecting Curve and Crossing

This special work should be removed and Standard rail installed in the Fairfield Avenue track only; this portion of the special work being in bad condition. Cost of installing straight rail - $ 322.70

Broad Street Crossover

Fairfield Avenue and Broad Street crossover is worn out and should be removed, Cost - $ 2,310.00



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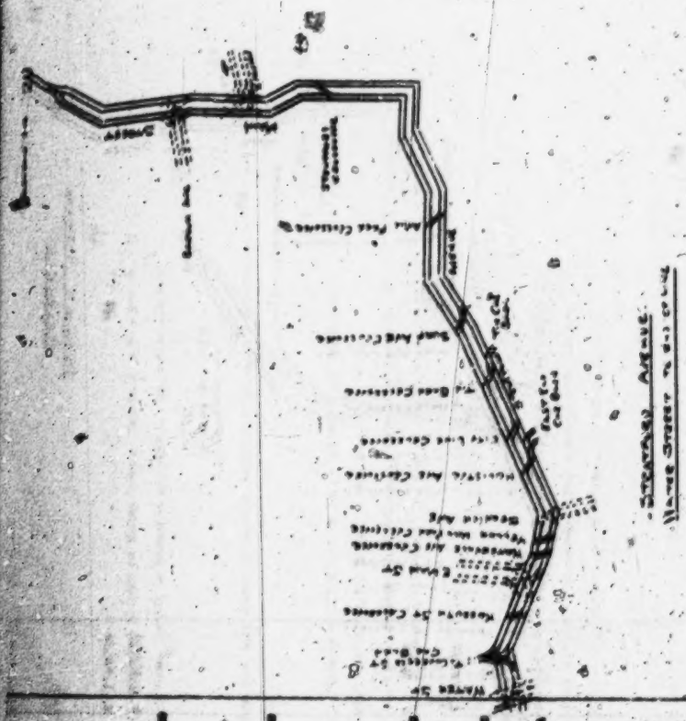

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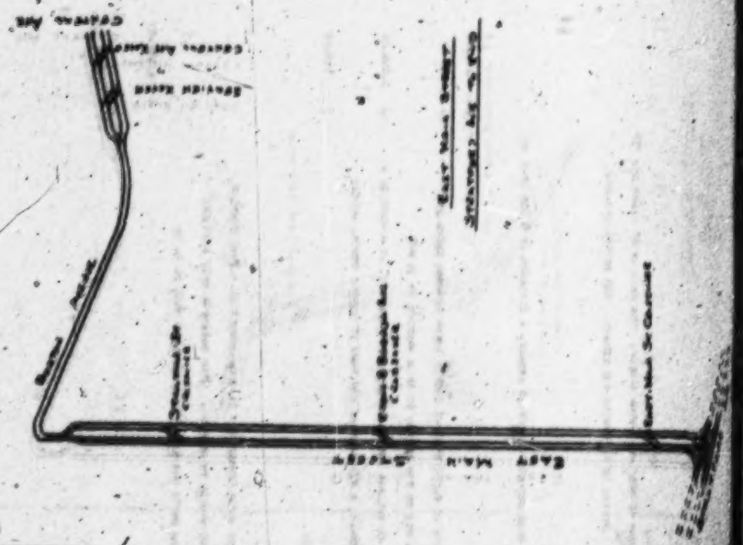

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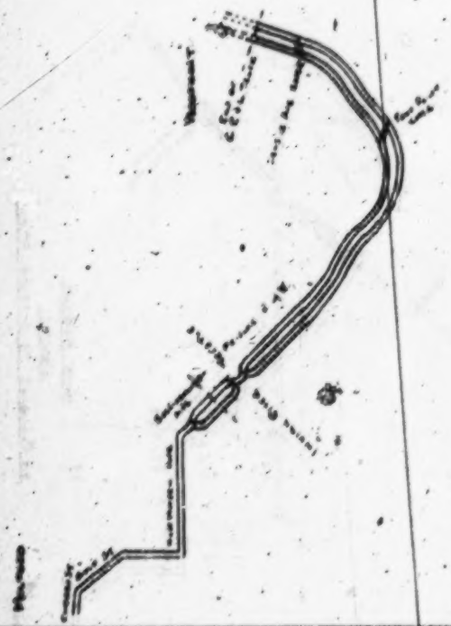
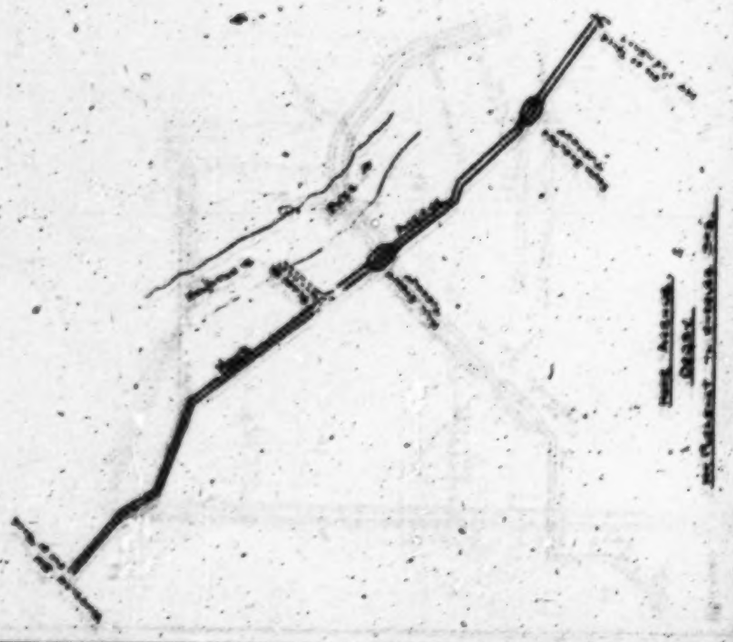


Exhibit 12.



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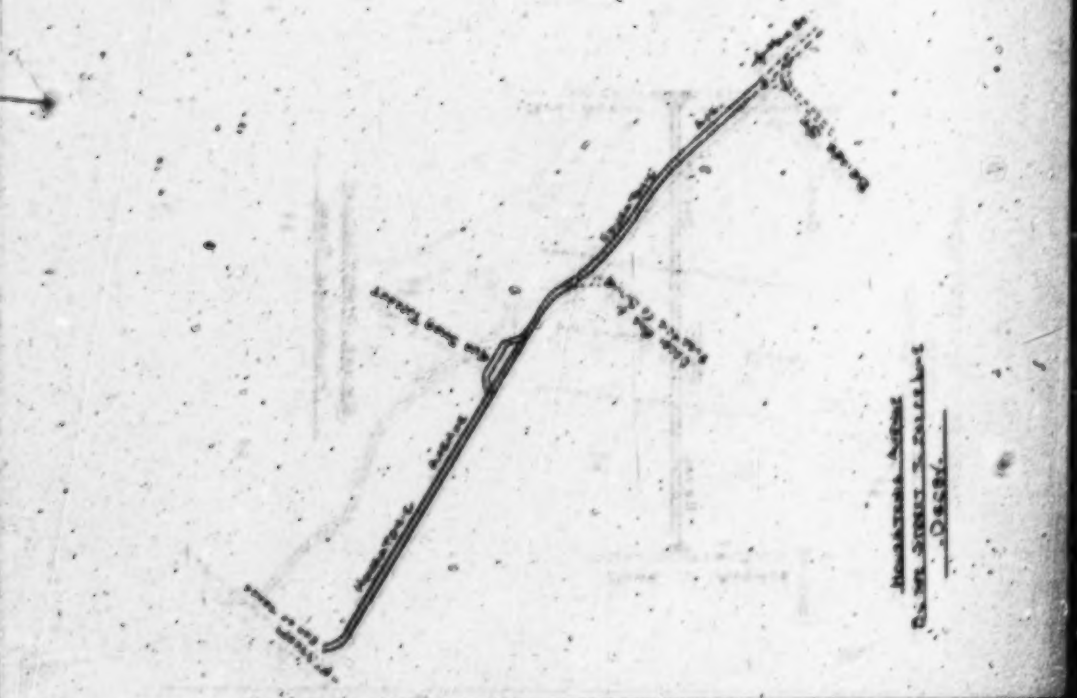

Exhibit 13.

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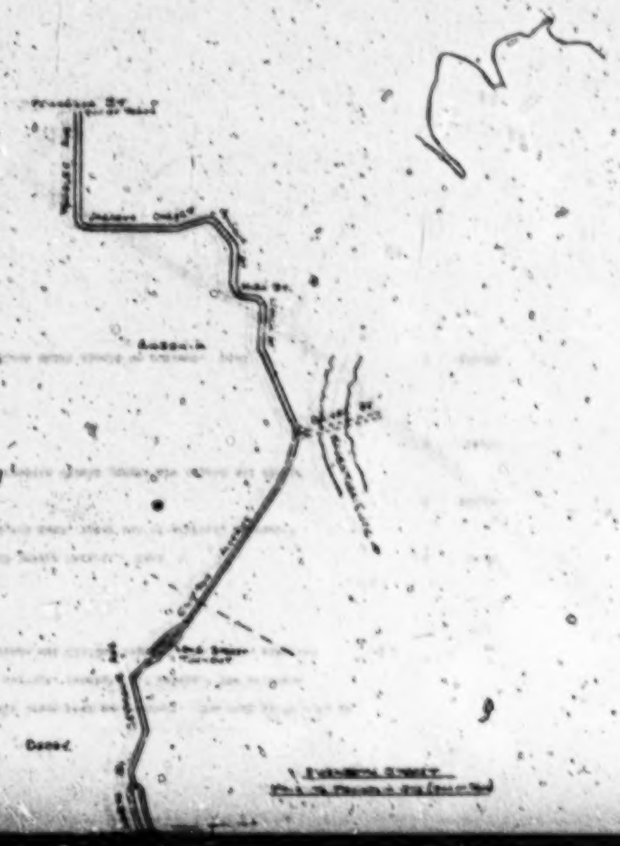
Exhibit 12.



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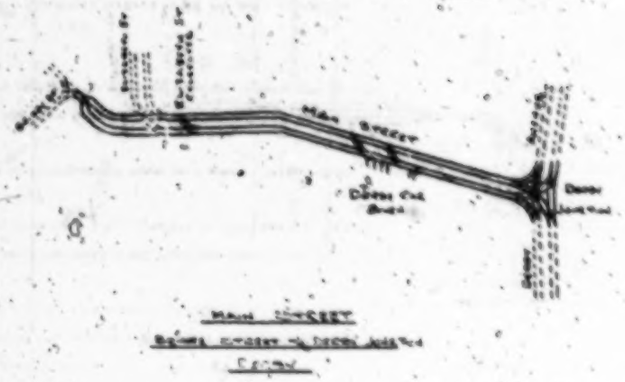

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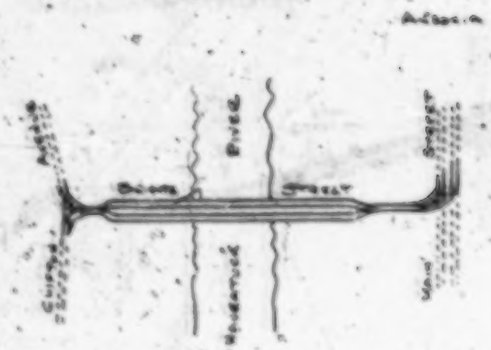
Exhibit 18.



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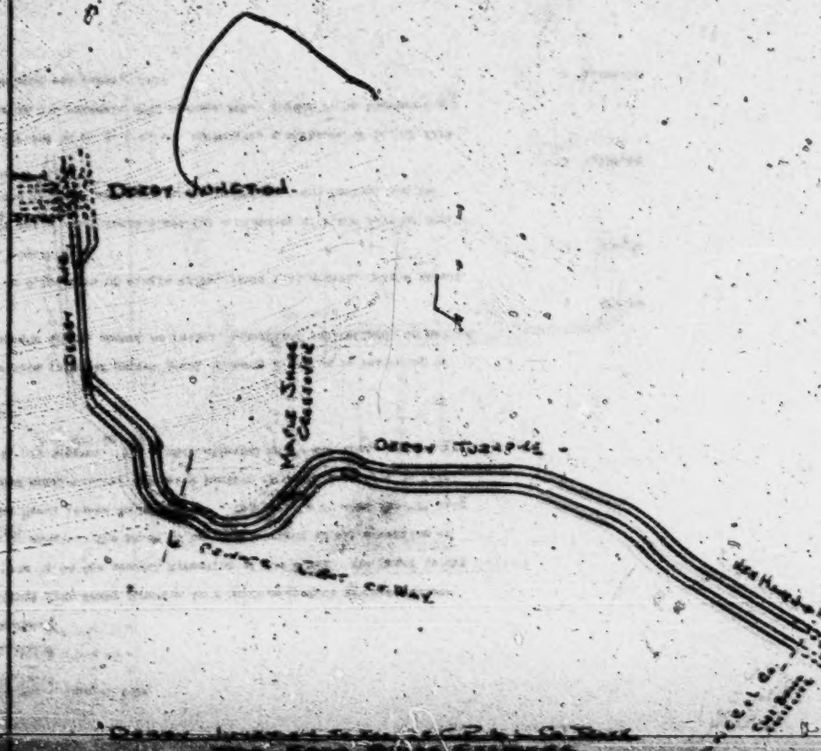

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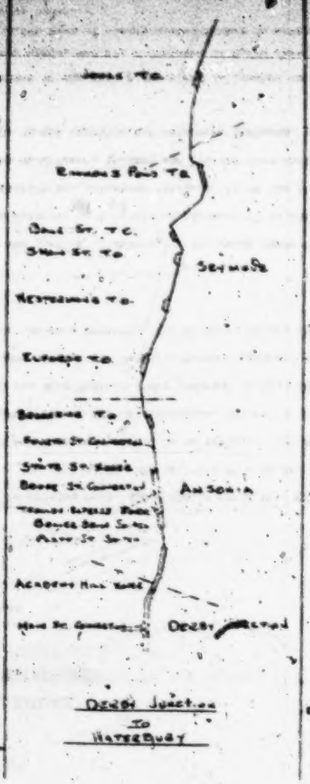
Exhibit 13.

Exhibit 13.



First Main Track	20,000.0	Lineal Feet
Second Main Track	13,697.4	" "
Turnouts	2,611.5	" "
Crossovers	655.5	" "
Spur Line Tracks	10,740.2	" "
Total:	48,304.6	" "

This is a double track between Hastings Place and the Driving Park, and a single track with turnouts between the Driving Park and Lakefront which is the end of the route. The rail is 8" - 60 lb. "T", 9" - 80 lb. "T" and 9" - 85 lb. "T". The track between Hastings Place and Main Street and Lakefront Avenue is in poor condition. Most ties are in bad condition. This is a concrete base and the top ballast is partly cinders and partly Milwaukee. Subject of the track is under consideration excepting for a small amount of trackage at Pin Shop Turnout. The trackage in this estimate includes the Special Track at Hastings Place and all the other Special Track and Turnouts between Hastings Place and the end of the route excepting the Special Track at Station - Willow and Main Streets. The attached sketch shows the track in question.

Main Track

Track out of Track at Main Street and Ashton Bay in the Town of Ashtabula, to the point where the track is located in the center of the concrete highway at the Pin Shop Turnout, in Oakville, a distance of 14,297 feet of single track, the track with the exceptions of part of the Oakville and Lakefront Turnouts are on the side of the highway, and partially filled with dirt. This track should be resurfaced, relined and 30% new ties installed. Cost - $ 5,000.00

In the section as above described, the turnout rails in the Oakville and Lakefront Turnouts, which are in the concrete highway are corrugated. Cost - $ 30.00

Plans this Shop Turnout shows the Track leaves the center of concrete highway and is located on the side of concrete highway, rather it is located in the center of highway again, and for a distance of 2,000 feet of single

Main Tracks, Lakefront Avenue Route

Switch tongue and frog require welding. Cost - $ 65.00

Hastings Turnout, Siding and Southbound Turnout Rail

2 switch tongue require welding. $ 32.50

Oakville Turnout, Lateral Turnout Rail

In good condition.

Pin Shop Turnout, Lateral Turnout Rail

One rail in good condition, switch pieces in other rail should be removed. $ 217.50

Driving Park, Beginning of Double Track, Lateral Turnout Rail

Switch in good condition.

Driving Park Crossover

In good condition.

Connecticut Brass Company Crossover

Worn out and should be removed. Cost - $ 2,516.19

Interbury Ice Concrete Crossover and Connection

In fair condition, this crossover and sidings have not been used for the past few years.

West Main Street and Lakefront Avenue, Double Track Main Curve

In good condition.

West Main Street, Car Barn Crossover

Remove one broken switch piece. Cost - $ 348.75

West Main Street, Car Barn, Single Track connecting "T" Crossing One Main Track

One crossing consisting of built up frogs in poor condition and should be removed. Cost - $ 3,360.20

Total:	2,222.0	- -

This is a double and single track. The rail is 7" - 80 lb. "T". The rail is laid on the concrete ties. The top paving consists of gravel blast, asphalt and brick. The sketch attached shows the track included in this estimate. Spiral work at Carthage Place, station plaster and ridgeway crossing is not included in this estimate.

Harbor Track

Rail on Dock Street, between Apothecaries Hall Crossover and end of double track, a distance of 2,000 feet of double track or 4,000 feet of single track, the load is over approximately 40% but otherwise is in good condition, the corrugations are deep. Leaving corrugations will cost - $ 650.00

On Dock Street from Congress Avenue to End of track, a distance of 600 feet of single track, corrugations are deep. Cost of removing corrugations - $ 30.00

Special Work

Dock and Fourth Gate Street, Single Track Crossover Location has a Single Track Curve to Starboard

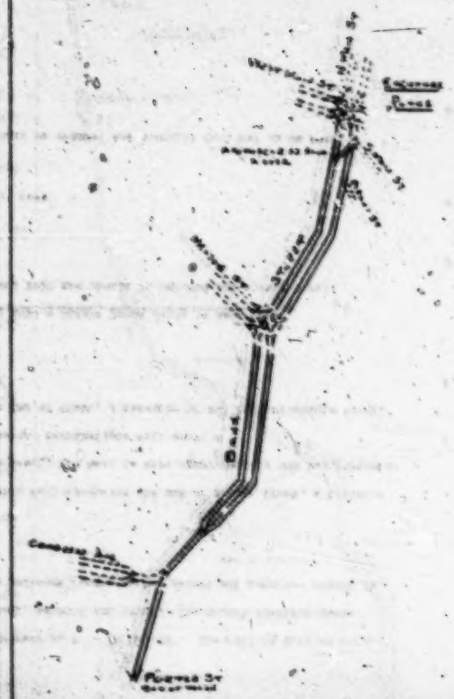
The spacial work has not been used since 1908 and should be removed and straight rail substituted in Dock Street Track only. Cost - $ 250.00

Apothecaries Hall Crossover

Frame six switch and two switch ties. Cost - $ 1,001.00

Dock and Grand Streets, Single Track Crossover

Not operated since November 1906. Should be removed and straight rail set in on Dock Street Track. Cost - $ 140.00



1082

Exhibit 18.

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Exhibit 13.

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Exhibit 13.

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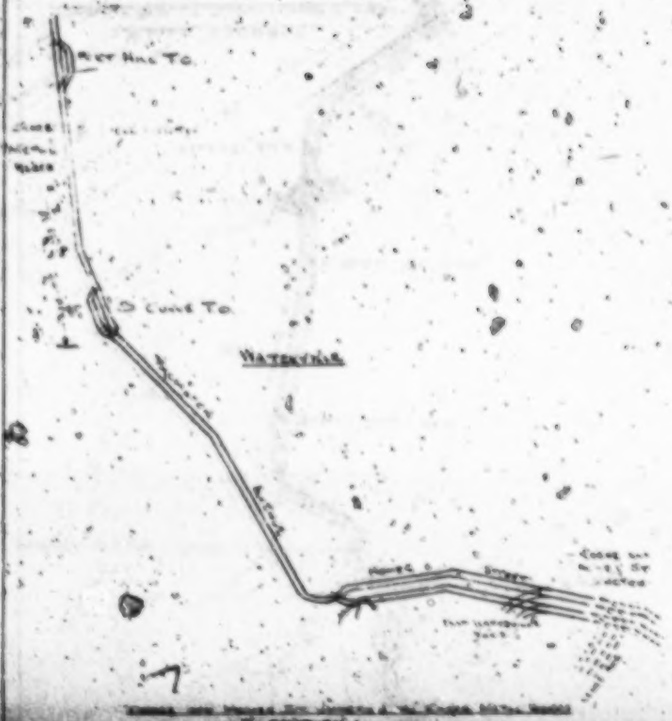
Exhibit 13.



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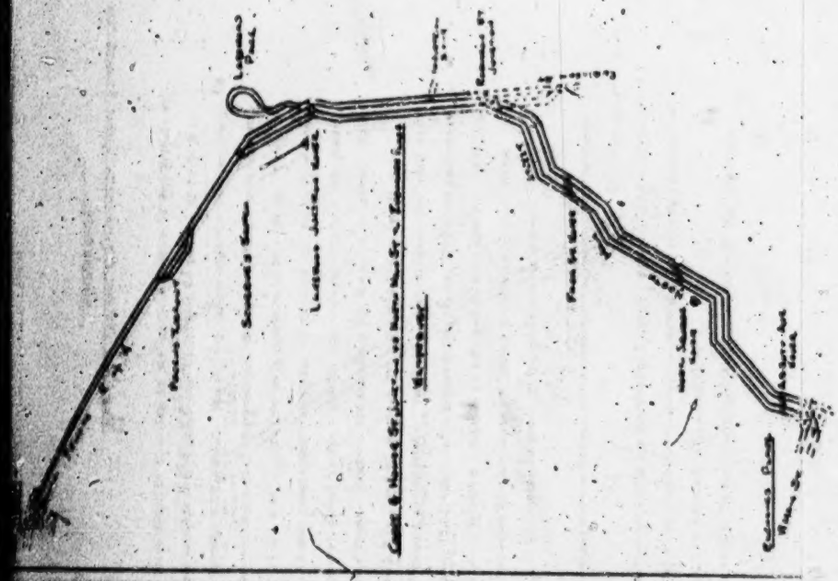

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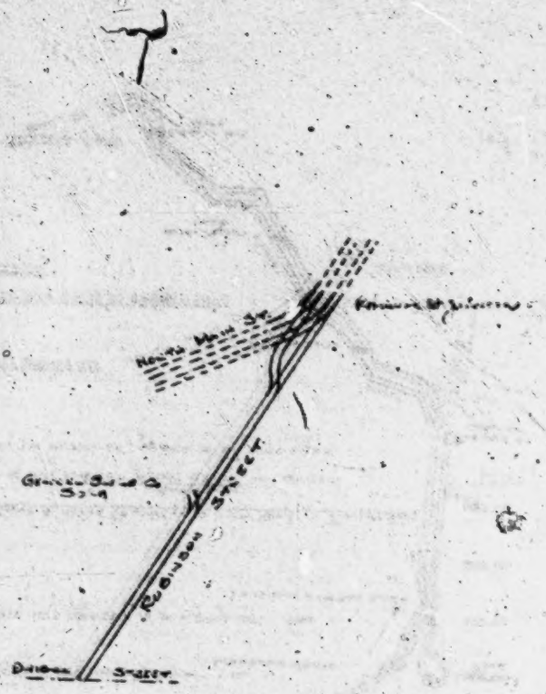

Exhibit 13.

This is a single and double track. The single track consists of a loop in the business section of the Britain and extends on Chestnut Street to Elm Street. The double track extends from a point near Elm Street to the end of C. R. & I. Co.'s. crossing in Huntington. Over spots between New Britain and Hartford. The rail in use between the loop and Hyde Hill Crossover is 7" - 85 lb. "T" and 8" - 80 lb. "T". Between Hyde Hill crossover and Huntington we find a peculiar situation. It is a double track and in some places one rail is 6½" - 85 lb. "T", the rail opposite is 8" - 80 lb. "T" and practically the same thing on the other track. There are in some places short stretches of 6" - 100 lb. rail. The track from the loop to the crossover on Jubilee Street is in permanent excepting for a private right-of-way of about 120' where Bright Street and Jubilee Street joins. Between the Jubilee Street crossover and Huntington the track is on private right-of-way and the construction is open. Ballo are laid on wood ties, some of which on the City streets are imbedded in concrete, and some being in d/rt. The paving consists of asphalt and concrete. The sketch attached shows the track included in this estimate. We wish to point out that in making the estimate we considered the renewal of the various unused special work around the loop and the substituting of plain rail therefor. Nothing is included in this estimate excepting the deferred maintenance on present operating track. No inclusion has been made for unused track excepting as stated heretofore, the renewal of the special work and cutting in of plain rail in place of the special work removed.

CURRENT TRACK

The longest track in the Central Park loop is very out and is included for renewal in the special work estimate for this location.

Track on South Main Street (both sides) from point of switch in the Central Park Loop to point of switch North of Chestnut Street, a distance of 380.8' of double track or 720.2' of single track should be renewed. In this section are the switch connections of the Arch Street double track which will be replaced with straight rail. Cost - $ 3,600.00

Chestnut Street track between South Main and Elm Streets is deeply corrugated for a distance of 280' of single track. Cost - $ 21.00

Exhibit 13.

Exhibit 13.

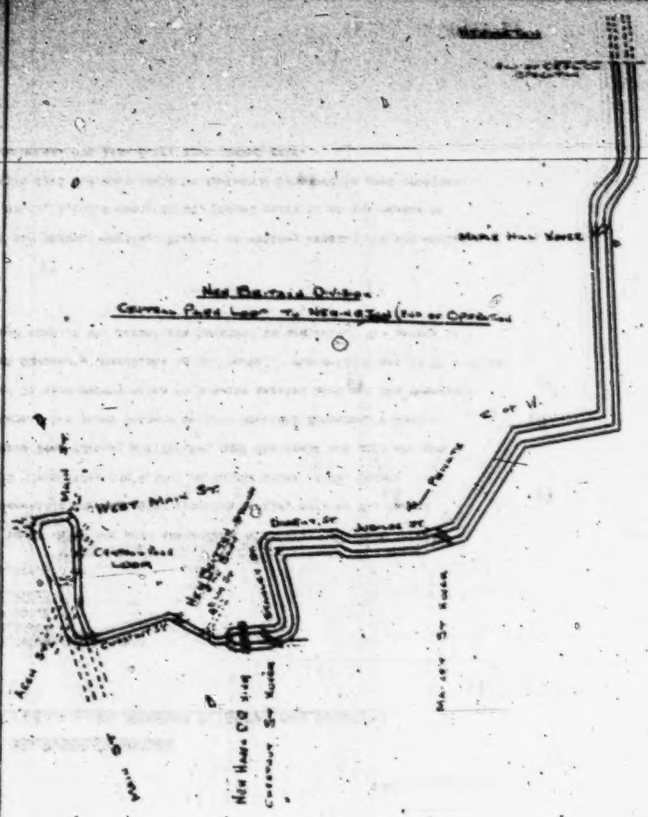

Exhibit 18.

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Exhibit 18.

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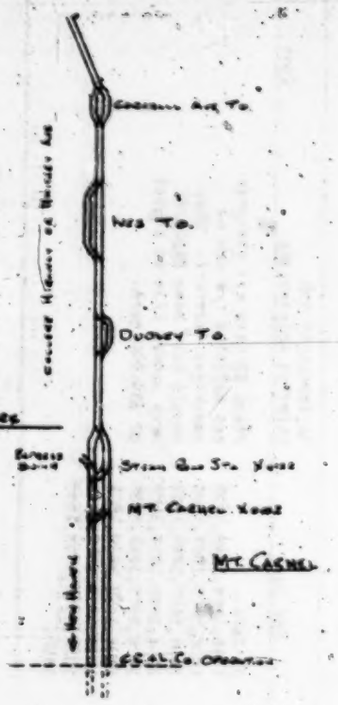


1906

Exhibit 14.

Car No.	Replacements and Deferred Maintenance	Cost	Total Cost Installed
35 Cars:- 1302,1303,1305,1306 1307,1308,1309,1310 1311,1312,1313,1314 1315,1316,1317,1318 1319,1320,1321,1322 1323,1324,1325,1326 1327,1328,1329,1330.	These 35 Cars are obsolete and unfitted for use in passenger services. They should have been replaced with modern cars at a cost of $6,500 each.		$ 227,500.00
7 Cars:- 3312,3313,3317,3321 3322,3324,3330.	These 7 Cars have no appeal to passengers. The riding qualities are very poor. As passenger carriers they are obsolete and should have been replaced with cars at $9,000 each.		$ 63,000.00
1914	Stoops and Paint roof	$ 6.00	
	1 Vestibule corner post	15.00	
	1 Upper and lower sash unit and vent.	6.00	
	2 Vestibule sash at $5.00	9.00	
	1 Vestibule sheathing	15.00	
	2 door equipment @ $22.00 each	44.00	
	2 Fenders overhauled	10.00	
	2 Steps V&S cars	8.00	
	Overhaul Seat Upholstery	25.00	
	Repairing & Glazing sundries	24.00	
	Overhaul Unit Mechanism (1/2)	30.00	$ 192.00
1918	Stoops and Paint roof	$ 6.00	
	2 Windows to be overhauled	10.00	
	2 Steps to be overhauled	2.00	
	Overhaul Unit Mechanism	18.00	$ 36.00

1907

Exhibit 14.

Car No.	Replacements and Deferred Maintenance	Cost	Total Cost Installed
1916	2 Illumination side sign curtains.	$ 20.00	
	2 Illumination end sign curtains.	20.00	
	Overhauling unit mechanism	20.00	
	1 Side Curtain	3.00	
	Overhauling Gauge	3.00	$ 181.00
1918	Stoops and Paint roof	$ 6.00	
	1 Corner body post installed	15.00	
	2 " Vestibule " "	30.00	
	2 Upper and Lower sash unit and vent installed.	17.00	
	1 Vestibule sheathing installed	10.00	
	1 door curtain installed	12.00	
	Overhauling unit mechanism	20.00	
	" gauge	3.00	$ 135.00
1919	Overhaul unit mechanism	$ 20.00	
	" gauge	3.00	$ 23.00
1947	Overhaul Fenders	$ 20.00	
	2 Illumination side sign curtains.	20.00	
	Overhaul unit mechanism	20.00	
	2 side curtains	6.00	
	Overhaul gauge	3.00	
	Repairs to Illumination sign box and mechanism.	10.00	$ 119.00

Exhibit 14.

Car No.	Replacements and Repaired Interiors	Cost	Total Cost Installed
1968.	Re-new roof curves	180.00	
	8 additional side sheathing installed	80.00	
	1 Door section installed	12.00	
	Overhaul fenders	20.00	
	8 Ill. side sign curtains installed	80.00	
	Repaire 8 Ill. sign box and mech.	10.00	
	Overhaul seat mechanism	20.00	
	Repair underframe	35.00	
	1 Side curtain	5.00	
	Overhaul gongs	2.00	
	Resetting 4 elliptic springs	24.00	$ 395.00
1980	Scrape and paint roof	$ 8.50	
	7 Side body posts installed	84.00	
	2 corner body posts installed	24.00	
	2 " Vest. " "	12.00	
	2 center " " "	16.00	
	Overhaul seat mechanism	25.00	
	10 Upper and lo er sash wood and metal	90.00	
	3 Vestibule sash	10.50	
	8 Sect. side sheathing	80.00	
	2 Door sections	36.00	
	Overhaul fenders	20.00	
	Repairs to Illum. sign box and mech.	10.00	
	Overhaul gongs	2.00	425.50
1968	Scrape and paint roof	$ 8.50	
	6 Side body posts	72.00	
	3 Corner " "	54.00	
	2 " Vest. "	30.00	
	8 Upper and lower sash wood and metal	48.00	
	3 Vestibule sash	10.50	
	6 Sections side sheathing	60.00	
	1 " Vest. "	10.10	
	6 Door sections	72.00	
	2 Ill. side sign curtains	80.00	
	Repairs to Ill. sign box and mech.	15.00	
	5 Side curtains	9.00	
	Overhaul gongs	2.00	
	Overhaul registers	6.00	
	Repair underframe	40.00	
	Overhaul gongs	2.00	
	Overhaul seat mechanism	22.00	$ 507.10

Exhibit 14.

Car No.	Replacements and Repaired Interiors	Cost	Total Cost Installed
1994	Scrape and paint roof	$ 8.50	
	12 Side body posts	144.00	
	5 Corner body posts	84.00	
	3 " Vest. "	48.00	
	11 Upper and lower sash	99.00	
	8 Vestibule sash	17.50	
	8 Sections side sheathing	80.00	
	3 Door sections	36.00	
	Overhaul fenders	20.00	
	" gongs	2.00	
	" seat mechanism	25.00	
	Replace air tank	30.00	$ 621.00
1996	9 Body posts	$108.00	
	4 Corner body posts	72.00	
	1 " Vest. "	15.00	
	3 Center " "	24.00	
	7 Upper and lower sash wood and metal	63.00	
	3 Vest. sash	10.50	
	4 Sections side sheathing	40.00	
	Overhaul fenders	20.00	
	Repair body bolster	10.00	
	7 Side curtains	21.00	
	Repairs 64 Ill. sign boxes and mech.	10.00	
	Overhaul gongs	2.00	
	" seat mechanism	22.00	
	Replace 2 pistons	14.00	
	" air tank	30.00	$ 489.50
1978	Renew roof curves	$ 30.00	
	12 Side body posts	144.00	
	4 Corner " "	72.00	
	3 " Vest. "	45.00	
	12 Upper and lower sash	108.00	
	4 Vestibule sash	14.00	
	1 Section side sheathing	10.00	
	2 Door sections	24.00	
	Overhaul fenders	20.00	
	2 Side curtains	4.00	
	Overhaul gongs	2.00	
	" seat mechanism	22.00	$ 501.00
1987	Renew roof curves	30.00	
	10 Side body posts	120.00	
	2 Corner " "	36.00	
	1 " Vest. "	15.00	
	2 Center " "	16.00	
	9 Upper and lower sash wood and metal	81.00	
	2 Vest. sash	7.00	
	7 Sect. side sheathing	70.00	
	2 Doorsections	24.00	

Exhibit 14.

Car No.	Replacements and Deferred Maintenance	Cost	Total Cost Installed
1757 - Cont. 4	Repair underframe	$ 50.00	
	Overhaul fenders	80.00	
	Repairs to illumination sign house and mechanism.	10.00	
	Overhaul gongs	5.00	
	" seat mechanism	80.00	$ 440.00
1758	9 Body posts	$ 108.00	
	2 Corner body posts	24.00	
	6 Upper & lower sash weed and metal.	54.00	
	2 Vestibule sash	5.00	
	6 Section side sheathing	60.00	
	1 Door section	12.00	
	Overhaul fenders	80.00	
	" gongs	5.00	
	" seat mechanism	80.00	
	4 Driving wheels	140.00	
	Renew air tank	80.00	$ 443.00
1759	15 Body posts	$ 180.00	
	2 Corner body posts	24.00	
	1 " Vestibule post	12.00	
	1 Center " "	8.00	
	15 Upper and lower sash	117.00	
	4 Vestibule sash	14.00	
	8 Section side sheathing	80.00	
	1 section vestibule sheathing	10.00	
	6 Door sections	72.00	
	Overhaul fenders	80.00	
	3 side curtains	9.00	
	Overhaul gongs	3.00	
	" seat mechanism	80.00	$ 565.00
1760	Scrape and paint roof	$ 8.50	
	6 Body posts	72.00	
	6 Upper and lower sash	54.00	
	2 Vestibule sash	7.00	
	4 Section side sheathing	40.00	
	1 Door section	12.00	
	Repair underframe	35.00	
	Overhaul fenders	80.00	
	Repair body bolsters	10.00	
	2 Side curtains	6.00	
	Overhaul gongs	3.00	
	" seat mechanism	80.00	$ 397.50

Exhibit 14.

Car No.	Replacements and Deferred Maintenance	Cost	Total Cost Installed
1761	Scrape and paint roof	$ 8.50	
	9 Body posts	108.00	
	1 Corner body post	12.00	
	2 " Vestibule post	30.00	
	6 Upper and lower sash	72.00	
	5 Section side sheathing	50.00	
	1 Vestibule sheathing	10.00	
	2 Door sections	24.00	
	Overhaul fenders	80.00	
	4 side curtains	12.00	
	Overhaul gongs	3.00	
	" Seat mechanism	80.00	$ 580.50
1762	12 Body posts	$ 180.00	
	4 Corner body posts	48.00	
	2 Vestibule corner posts	30.00	
	2 " center posts	15.00	
	7 Upper and lower sash	63.00	
	1 Vestibule sash	10.50	
	7 Section side sheathing	70.00	
	2 Door sections	24.00	
	Repair underframe	35.00	
	Overhaul fenders	80.00	
	Repair body bolsters	10.00	
	9 Side curtains	27.00	
	Overhaul gongs	3.00	
	" Seat mechanism	80.00	
	2 Sets commutators segments	80.00	$ 687.50
1763	Scrape and paint roof	$ 8.50	
	10 Body posts	120.00	
	2 Corner body posts	24.00	
	2 " Vestibule posts	30.00	
	1 Vestibule center posts	8.00	
	13 Upper and lower sash	117.00	
	2 Vestibule sash	7.00	
	4 Section side sheathing	40.00	
	4 Door sections	48.00	
	Overhaul fenders	80.00	
	4 Side curtains	12.00	
	Overhaul gongs	3.00	
	" seat mechanism	80.00	
	2 sets commutators segments	80.00	
	Renew piping	80.00	
	" air tank	80.00	$ 590.50

1102

Exhibit 14.

Car No.	Replacements and Betterments	Cost	Total Cost Partial
1926	2 Body posts	$ 80.00	
	8 Upper and lower sash	70.00	
	2 Vestibule sash	7.00	
	[illegible]	18.00	
	[illegible]	80.00	
	Repair Illustration sign boa[illegible]		
	and platforms.	30.00	
	Overhead seat mechanism	88.00	
	2 side curtains	8.00	
	Overhead gongs	3.00	
	" fenders	80.00	
	2 Commutator segments assembly	80.00	
	Renew air tank	80.00	$ 559.00
1935	Scrape and paint roof	$ 9.00	
	11 Side body posts	132.00	
	6 Corner body posts	72.00	
	1 Vestibule corner posts	12.00	
	9 Upper sash	97.00	
	11 Lower sash	99.00	
	2 Vestibule sash	9.00	
	6 Platform side sheathing	60.00	
	4 Door sections	47.00	
	Repairs to underframe	40.00	
	Overhead fenders	30.00	
	Repairs to body bolster	10.00	
	Overhead seat mechanism	28.00	
	" gongs	3.00	
	6 Pony wheels	60.00	$ 607.00
1936	Scrape and paint roof	$ 9.00	
	7 Side body posts	84.00	
	1 Corner body post	12.00	
	10 Upper sash	90.00	
	10 Lower sash	80.00	
	1 Vestibule sash	8.00	
	10 Platform side sheathing	100.00	
	2 Vestibule sheathing	20.00	
	3 Door sections	36.00	
	Repair underframe	40.00	
	Overhead fenders	30.00	
	Renew top floor including platform	84.00	
	Overhead seat mechanism	28.00	
	" gongs	3.00	
	2 Note commutator segments	24.00	
	Renew piping	50.00	$ 608.00

1103

Exhibit 14.

Car No.	Replacements and Betterments	Cost	Total Cost Partial
1939	Scrape and paint roof	$ 9.00	
	7 Side body posts	84.00	
	2 Corner body posts	24.00	
	1 Corner Vestibule post	12.00	
	9 Upper sash	97.00	
	7 Lower sash	85.00	
	2 Vestibule sash	7.00	
	5 Platform side sheathing	80.00	
	2 Door sections	24.00	
	Overhead fenders	30.00	
	Renew platform floor	84.00	
	Overhead gongs	3.00	
	" seat mechanism	28.00	
	2 Note commutator segments	24.00	$ 394.00
1940	Scrape and paint roof	$ 9.00	
	11 Side body posts	132.00	
	6 Corner body posts	84.00	
	11 Upper sash	99.00	
	14 Lower sash	70.00	
	2 Vestibule sash	10.00	
	4 portions side sheathing	48.00	
	3 Door sections	42.00	
	Overhead fenders	30.00	
	Renew top floor including platform	84.00	
	Overhead seat mechanism	28.00	
	" gongs	3.00	
	Renew air tank	80.00	$ 668.00
1941	Scrape and paint roof	$ 9.00	
	6 Side body posts	72.00	
	1 Corner body post	12.00	
	1 Vestibule corner post	12.00	
	4 Upper sash	12.00	
	8 Lower sash	80.00	
	2 Vestibule sash	7.00	
	6 Sections side sheathing	60.00	
	2 Note commutator segments	24.00	
	2 Door sections	24.00	
	Overhead fenders	30.00	
	Renew body bolster	112.00	
	Overhead seat mechanism	28.00	
	" gongs	3.00	$ 438.00

1104

Exhibit 14.

Set No.	Refinements and Optional Attachments	Cost	Total Cost Installed
1039	Stamps and print rest	$ 8.50	
	2 stations side sheathing	60.00	
	Overhead fixtures	25.00	
	Steel plates floor including platform	100.00	
	2 illuminated side sign curtains	80.00	
	Overhead work mechanism	45.00	
	" gauge	2.00	
	Steel piping	80.00	
	" air tanks	30.00	$ 324.50
1040	Stamps and print rest	$ 8.50	
	2 stations side sheathing	60.00	
	Overhead fixtures	25.00	
	2 illuminated side sign curtains	80.00	
	Overhead work mechanism	45.00	
	2 side curtains	6.00	
	Overhead gauge	2.00	
	Steel piping	80.00	
	" air tanks	30.00	$ 337.50
1041	Stamps and print rest	$ 8.50	
	Overhead fixtures	25.00	
	" work mechanism	45.00	
	Regular illuminated sign boxes	60.00	
	work mechanism		
	Overhead gauge	2.00	
	Steel piping	80.00	$ 141.50
1042	Stamps and print rest	$ 8.50	
	Overhead fixtures	25.00	
	Steel floor double backing platform	100.00	
	Overhead gauge	2.00	
	Steel piping	80.00	
	Overhead work mechanism	45.00	
	Steel air tanks	30.00	$ 324.50
1043	Stamps and print rest	$ 8.50	
	2 stations side sheathing	60.00	
	Overhead fixtures	25.00	
	2 illuminated side sign curtains	80.00	
	Overhead gauge	2.00	
	Steel piping	80.00	
	" air tanks	30.00	$ 324.50

1105

Exhibit 14.

Set No.	Refinements and Optional Attachments	Cost	Total Cost Installed
1044	Stamps and print rest	$ 8.50	
	14 Side duty posts	100.00	
	2 Corner " "	24.00	
	7 Upper sash	35.00	
	6 Lower "	30.00	
	2 Vent. "	10.00	
	3 Curtain side sheathing	30.00	
	1 Vent. "	10.00	
	2 Door mattress	24.00	
	Overhead fixtures	25.00	
	Overhead work mech.	45.00	
	Overhead Gauge	2.00	$ 365.00
1045	Stamps and print	$ 8.50	
	6 side duty posts	72.00	
	3 corner " "	36.00	
	3 Vent. Corner posts	30.00	
	2 " center "	24.00	
	4 Upper sash	20.00	
	3 Curtain side sheathing	30.00	
	2 Door mattress	24.00	
	Regular underframe	30.00	
	Overhead fixtures	25.00	
	Paint	100.00	
	Steel top floor incl. platform	90.00	
	Regular body bolster	10.00	
	Overhead work mech.	45.00	
	" Gauge	2.00	
	2 end construction supports	20.00	$ 614.50
1046	Stamps and print rest	$ 8.50	
	11 Side duty posts	132.00	
	3 Corner " "	36.00	
	5 " vent. "	60.00	
	8 Upper sash	12.00	
	13 Lower "	65.00	
	2 Vent. "	7.00	
	3 Curtain side sheathing	30.00	
	2 Door mattress	24.00	
	Regular underframe	40.00	
	Overhead fixtures	25.00	
	Steel top floor incl. platform	90.00	
	1 Side curtain	5.00	
	Overhead gauge	2.00	
	Steel air tank	30.00	$ 555.50

Exhibit 14.

Car No.	Replacements and Renewal Maintenance	Cost	Total Cost Installed
1946	Scrape and paint roof	$ 8.00	
	10 Side body posts	120.00	
	5 Corner " "	64.00	
	1 Vest. corner post	15.00	
	10 Upper sash	30.00	
	10 Lower "	30.00	
	3 Vest. "	10.50	
	6 Sections side sheathing	60.00	
	1 Vestibule "	15.00	
	1 Door sections	14.00	
	Repairs to underframe	40.00	
	Overhead fenders	30.00	
	Raise top floor incl. platform	64.00	
	Repair body bolsters	10.00	
	1 Side curtain	3.00	
	Overhead gauge	3.00	
	Raise piping	10.00	
	Overhead sash mech.	35.00	$ 607.50
1947	Scrape and paint roof	$ 8.00	
	14 Side body posts	168.00	
	3 Corner " "	38.00	
	2 Vest. Corner "	30.00	
	3 Upper sash	9.0	
	8 Lower "	40. 0	
	2 Vest. "	7.00	
	4 Sections side sheathing	40.00	
	6 Door sections	72.00	
	Repair underframe	35.00	
	Overhead fenders	20.00	
	" gauge	3.00	
	2 Counterbar support assembly	24.00	
	Raise air tank	20.00	$ 514.50
1948	Scrape and paint roof	$ 8.00	
	4 Side body posts	48.00	
	4 Corner " "	72.00	
	7 Upper sash	21.00	
	11 Lower sash	55.00	
	4 Sections side sheathing	40.00	
	5 Door sections	84.00	
	Repair underframe	40.00	
	Overhead fenders	30.00	
	Raise top floor incl. platform	64.00	
	Overhead gauge	3.00	
	" sash mech.	35.00	$ 452.50

Exhibit 14.

Car No.	Replacements and Renewal Maintenance	Cost	Total Cost Installed
1949	Scrape and paint roof	$ 8.00	
	17 Side body posts	204.00	
	4 Corner " "	72.00	
	4 " Vest. "	60.00	
	5 Corner " "	30.00	
	6 Upper sash	18.00	
	10 Lower "	30.00	
	3 Vest. "	10.50	
	12 Sect. side sheathing	120.00	
	7 Door sections	84.00	
	Overhead fenders	30.00	
	Repairs to body bolsters	10.00	
	2 Side curtains	6.00	
	Overhead gauge	3.00	
	" Sash mechanism	35.00	$ 732.00
1951	Scrape and paint roof	$ 8.00	
	11 Side body posts	132.00	
	2 Corner body posts	36.00	
	9 Upper sash	27.00	
	20 Lower "	100.00	
	4 Sections side sheathing	40.00	
	3 Door sections	36.00	
	Repair underframe	40.00	
	Overhead fenders	30.00	
	Raise body bolster	118.00	
	Overhead gauge	3.00	
	" sash mech.	35.00	
	1 Side curtain	3.00	
	4 Pinions	46.00	$ 604.50
1954	Raise roof canvas	$ 42.00	
	17 Side body posts	204.00	
	2 Corner " "	36.00	
	8 Upper sash	18.00	
	13 Lower sash	55.00	
	2 Vest. sash	7.00	
	3 Door sections	36.00	
	Repair underframe	45.00	
	Overhead fenders	30.00	
	Repair body bolsters	10.00	
	Raise top floor incl. platform	64.00	
	Overhead gauge	3.00	
	" sash mech.	35. 0	$ 593.00

Exhibit 14.

Car No.	Replacements and Deferred Maintenance	Cost	Total Cost Installed
1808	Scrape and paint roof	$ 8.50	
	2 Body corner posts	36.00	
	2 Vestibule corner post	18.00	
	2 Upper sash	24.00	
	24 Lower sash	96.00	
	1 Post,	5.50	
	24 Monitor side sheathing	132.00	
	2 Door sections	24.00	
	Overhead fenders	40.00	
	Angle body fasteners	12.00	
	Overhead gangs	8.00	
	Overhead vent mech.	88.00	
	1 New air tank	80.00	$ 555.00
1804	Overhead Fenders	$ 20.00	
	Overhead vent mech.	44.00	
	Overhead gangs	5.00	
	4 Intermediate segments	88.00	
	Renew piping	50.00	$ 169.00
1807	Scrape and paint roof	$ 8.50	
	Renew one corner body post	18.00	
	" " Vestibule sash	3.50	
	" " monitor side sheathing	14.00	
	Overhead vent mech.	44.00	
	" gangs	5.00	
	Renew piping	50.00	
	One air tank	80.00	
	Overhead fenders	20.00	$ 181.00
1800	Scrape and paint roof	$ 8.50	
	Overhead fenders	20.00	
	3 Vestibule sash at 75.50	38.50	
	Overhead vent mech.	44.00	
	" gangs	5.00	
	4 End intermediate segments	88.00	
	Renew piping	50.00	$ 188.00

Exhibit 14.

Car No.	Replacements and Deferred Maintenance	Cost	Total Cost Installed
1809	Scrape and paint roof	$ 8.50	
	3 Vest & metal upper & lower sash at $15.00.	36.00	
	1 Door section	12.00	
	Overhead vent mechanism	44.00	
	" fenders	20.00	
	" gangs	5.00	
	3 Side curtain at 30.00	6.00	
	Renew piping	50.00	$ 188.50
1810	Scrape and paint roof	$ 8.50	
	1 Center side sheathing	14.00	
	1 Vestibule sheathing	10.00	
	Overhead fenders	20.00	
	" gangs	5.00	
	Renew piping	50.00	
	1 New air tank	80.00	
	Overhead vent mechanism	44.00	$ 169.50
1812	Scrape and paint roof	$ 8.50	
	3 Vestibule sash at 35.50	10.50	
	1 Center side sheathing	14.00	
	1 New top and bottom floor in car body.	100.00	
	New Head lining	85.00	
	Overhead vent mechanism	44.00	
	" fenders	20.00	
	" gangs	5.00	
	New piping	50.00	
	3 New air tank	80.00	$ 333.00
1813	Scrape and paint roof	$ 8.50	
	2 Body corner posts at 318.00	36.00	
	2 Vestibule sash at .50	7.00	
	Overhead fenders	20.00	
	" vent mechanism	44.00	
	" gangs	5.00	
	Renew piping	50.00	
	1 new air tank	80.00	$ 188.50
1814	Scrape and paint roof	$ 8.50	
	Overhead fenders	20.00	
	" vent mechanism	44.00	
	" gangs	5.00	
	4 Intermediate segments	52.00	
	Renew piping	50.00	$ 179.50

Exhibit 14

Car No.	Replacements and Deferred Maintenance	Cost	Total Cost Installed
1209	Scrape and paint roof	$ 8.00	
	Overhead timbers	80.00	
	" steel mechanism	44.00	
	" gauge	3.00	
	Brake piping	80.00	
	1 Bus air tank	30.00	$ 145.00
1208	Scrape and paint roof	$ 8.00	
	Overhead timbers	80.00	
	" steel mechanism	44.00	
	" gauge	3.00	
	2 side curtains at $7.00	8.00	
	4 Bus equipment segments	32.00	
	Brake piping	80.00	
	1 Bus air tank	30.00	$ 205.00
1200	Scrape and paint roof	$ 8.00	
	2 Vestibule sash	7.00	
	2 section vestibule sheathing	10.00	
	Bus hole rail coping	20.00	
	Overhead steel mechanism	44.00	
	" gauge	3.00	
	2 side curtain	8.00	$ 100.00
1240	Scrape roof panels	$ 40.00	
	4 Body corner posts	70.00	
	2 Vestibule corner posts	20.00	
	2 Vestibule center posts	24.00	
	2 Upper and lower sash	80.00	
	2 Vestibule sash	7.00	
	Overhead gauge	3.00	
	" steel mechanism	44.00	$ 315.00
1241	Scrape and paint roof	$ 8.00	
	Bus hole rail coping	20.00	
	Overhead steel mechanism	44.00	
	2 Side curtains at $3.00	6.00	
	Overhead gauge	3.00	97.00
1244	Brace roof panels	$ 48.00	
	1 upper and lower metal & wood sash	10.00	
	2 Vestibule sash	14.00	
	Bus hole rail coping	20.00	
	6 Sections of side sheathing at $14.	84.00	
	Overhead steel mechanism	44.00	
	" gauge	3.00	
	Brake piping	80.00	
	Brake air tanks	30.00	$ 349.00

Exhibit 14

Car No.	Replacements and Deferred Maintenance	Cost	Total Cost Installed
1242	Scrape and paint roof	$ 8.00	
	1 Vestibule corner post	18.00	
	2 Vestibule sash at $5.00	10.00	
	1 Section side sheathing	10.00	
	1 Side curtain	8.00	
	Overhead gauge	3.00	
	" steel mechanism	44.00	$ 96.00
1243	Scrape and paint roof	$ 8.00	
	Overhead steel mechanism	44.00	
	2 Side curtains at $9.00	9.00	
	Overhead timbers	80.00	
	" gauge	3.00	
	4 Bus equipment segments	32.00	
	Brake piping	80.00	$ 188.00
1249	Scrape and paint roof	$ 8.00	
	2 Upper and lower metal and wood sash at $10.00.	20.00	
	2 Vestibule sash at $7.50	7.00	
	2 Sections of side sheathing at $14.	70.00	
	4 Side curtains at $4.00	12.00	
	Overhead steel mechanism	44.00	
	" gauge	3.00	
	Brake piping	80.00	$ 214.00
1237	Scrape and paint roof	$ 8.00	
	Overhead steel mechanism	16.00	
	" gauge	3.00	
	Brake 4 driving axles	120.00	$ 189.00
1238	Scrape and paint roof	$ 8.00	
	Overhead steel mechanism	16.00	
	" gauge	3.00	
	Brake 4 driving axles	120.00	$ 189.00
1230	Scrape and paint roof	$ 8.00	
	1 Door electric	12.00	
	Seat covering longitudinal seats	58.00	
	" " cross seats	78.00	
	Overhead steel mechanism	16.00	
	" gauge	3.00	
	Brake 4 driving axles	120.00	$ 296.00

Exhibit 14.

Car No.	Replacements and Deferred Maintenance	Cost	Total Cost Installed
X138	Scrape and paint roof	$ 8.50	
	1 Door sections	18.00	
	Overhaul cost mechanics	16.00	
	" gauge	8.00	
	Renew 4 driving axles	130.00	$ 194.50
X139	1 Side curtain	$ 8.00	
	Overhaul cost mechanics	16.00	
	Renew 4 driving axles	130.00	$ 154.00
X140	Scrape and paint roof	$ 8.50	
	2 sections of side sheathing	22.00	
	Overhaul cost mechanics	16.00	
	" gauge	8.00	
	Renew 4 driving axles	130.00	$ 184.50
X141	Scrape and paint roof	$ 8.50	
	2 Sections of side sheathing at $11.	22.00	
	Overhaul cost mechanics	16.00	
	" gauge	8.00	
	Renew 4 driving axles	130.00	$ 184.50
X142	Scrape and paint roof	$ 8.50	
	Overhaul cost mechanics	16.00	
	" gauge	8.00	
	Renew 4 driving axles	130.00	$ 162.50
X143	Overhaul cost mechanics	$ 16.00	
	" gauge	8.00	
	Renew 4 driving axles	130.00	$ 154.00
X144	Scrape and paint roof	$ 8.50	
	1 Section side sheathing	11.00	
	Overhaul gauge	8.00	
	Renew 4 driving axles	130.00	
	Overhaul cost mechanics	16.00	$ 173.50
X145	Scrape and paint roof	$ 8.50	
	Overhaul cost mechanics	16.00	
	" gauge	8.00	
	Renew 4 driving axles	130.00	$ 182.50

Exhibit 14.

Car No.	Replacements and Deferred Maintenance	Cost	Total Cost Installed
X150	Scrape and paint roof	$ 8.50	
	Overhaul cost mechanics	16.00	
	" gauge	8.00	
	Renew 4 driving axles	130.00	$ 162.50
X151	Scrape and paint roof	$ 8.50	
	1 Door sections	18.00	
	Overhaul gauge	8.00	
	Renew 4 driving axles	130.00	
	Overhaul cost mechanics	16.00	$ 180.50
X152	Scrape and paint roof	$ 8.50	
	Overhaul gauge	8.00	
	Renew 4 driving axles	130.00	
	Overhaul cost mechanics	16.00	$ 162.50
X153	Scrape and paint roof	$ 8.50	
	Overhaul cost mechanics	16.00	
	" gauge	8.00	
	Renew 4 driving axles	130.00	$ 162.50
X154	Scrape and paint roof	$ 8.50	
	Overhaul cost mechanics	16.00	
	" gauge	8.00	
	Renew 4 driving axles	130.00	$ 162.50
X155	Scrape and paint roof	$ 8.50	
	Overhaul cost mechanics	16.00	
	" gauge	8.00	
	Renew 4 driving axles	130.00	$ 162.50
X156	Scrape and paint roof	$ 8.50	
	Overhaul cost mechanics	16.00	
	" gauge	8.00	
	Renew 4 driving axles	130.00	$ 162.50
X157	2 Vestibule sash at $8.50	$ 17.00	
	Overhaul cost mechanics	16.00	
	" gauge	8.00	
	Renew 4 driving axles	130.00	$ 171.00

Exhibit 14.

Cat. No.	Improvements and Refined Milestones	Cost	Total Cost Exhibit
2146	Hinges and point rest	$ 8.00	
	Overhead winch mechanism	16.00	
	" gauge	3.00	
	Power & driving valve	220.00	$ 249.00
2147	Hinges and point rest	$ 8.00	
	Overhead winch mechanism	16.00	
	" gauge	3.00	
	Power & driving valve	220.00	$ 249.00
2148	Hinges and point rest	$ 8.00	
	Overhead winch mechanism	16.00	
	" gauge	3.00	
	Power & driving valve	220.00	$ 249.00
2149	Hinges and point rest	$ 8.00	
	2 Ventilpin skid at 28.00	7.00	
	Overhead winch mechanism	16.00	
	" gauge	3.00	
	Power & driving valve	220.00	$ 249.00

Exhibit 14.

[illegible] EQUIPMENT

Car No.	Replacements and Deferred Maintenance	Cost	Total Cost Recommended
[illegible] Flat 0-213	0	0	0
[illegible] Flat 0-217	0	0	0
[illegible] Car 0-233	0	0	0
Hopper 0-272	0	0	0
Coal Car 0-295	This car is practically worn out. Trucks and motors should be overhauled and car body rebuilt.	$ 2,500	$ 2,500
Coal Car 0-304	This car is practically worn out. Trucks and motors should be overhauled and car body rebuilt.	$ 2,100	$ 2,100
Hopper 0-295	0	0	0
Hopper 0-297	0	0	0
Hopper 0-343	0	0	0
Crane Car 0-308	0	0	0
Flat Car 0-349	This car is practically worn out. It requires overhauling and extensive repairs.	$ 1,800	$ 1,800
Coal Car 0-189	This car is practically worn out and requires extensive repairs	$ 400	$ 400
Snow Plow 0-191	0	0	0
Line Car 0-204	This car is badly dilapidated and requires considerable repairs.	$ 500	$ 500
Coal Car 0-204	This car requires general repairs.	$ 300	$ 300
Snow Plow 0-218	0	0	0
Crane Car 0-226	0	0	0
Coal Car 0-288	This car requires general repairs	$ 300	$ 300
Hopper 0-273	0	0	0
Coal Car 0-290	This car requires general repairs	$ 250	$ 250
Ore Car 0-288	This car is practically worn out and should be rebuilt	400	400

Exhibit 14.

Car No.	Replacements and Deferred Maintenance	Cost	Total Cost Installed
Pole Car 0-884	This car is practically worn out and should be rebuilt	$ 400	$ 400
Sweeper 0-887	0	0	0
Sweeper 0-842	0	0	0
Sand Car 0-866	This car requires general overhauling and repairs	$ 800	$ 800
Truck Car 0-883	This car is in very poor condition and requires considerable repairs	$ 500	$ 500
Flat Car 0-148	This car is in very poor condition and requires extensive repairs	$ 800	$ 800
Snow Plow 0-170	0	0	0
Snow Plow 0-171	0	0	0
Snow Plow 0-215	0	0	0
Truck Car 0-859	0	0	0
Sweeper 0-899	0	0	0
Line Car 0-303	This car body requires repairs	$ 500	$ 500
Sand Car 0-854	This car requires general overhauling and repairs	$ 500	$ 500
Flat Car 0-187	This car is in poor condition and requires general overhauling and repairs	$ 800	$ 800
Line Car 0-302	On this car trucks and motors are in poor condition and require overhauling	$ 400	$ 400
Snow Plow 0-220	0	0	0
Rail Car 0-885	This car is practically worn out and should be rebuilt	$ 400	$ 400
Sweeper 0-838	0	0	0
Sand Car 0-852	This car requires general overhauling and repairs	$ 500	$ 500

Exhibit 14.

Car No.	Replacements and Deferred Maintenance	Cost	Total Cost Installed
Car 0-325	Body and trucks in poor condition. Requires general overhauling and repairs.	$ 600	$ 600
Flow 0-119	This car was practically worn out and had been destroyed.	$2,000	$2,000
Flow 0-158	This car was practically worn out and had been destroyed	$2,000	$2,000
	Total		634.234

Exhibit 15.

	KIND OF MATERIAL AND DESCRIPTION		QUANTITY	UNIT	PRICE	AMOUNT	
Class 31							
2995	Pan	C823 Brake Beam Top Block Adj.	800	1	Ea.	1.75	1.75
2999	Adjuster	Smith Yard Block	9541	3	"	10.00	10.00
3005	Bracket	C1077 9½. 036 Brake Hanger	307	4	"	1.85	7.40
3006	Hanger	C1081 9½. 036 Brake	271	4	"	1.35	5.40
3007	Bracket	C1077 9½. 036 Brake Hanger R.H.	308	4	"	1.63	6.52
3008	"	C1084 9½. 036 Pony Brake Hanger L.H.	326	4	"	1.50	6.00
3009	"	C1084 9½. 036 Pony Brake Hanger R.H.	317	4	"	2.15	8.60
3013	Connection	C1100 9½. 036 Truck Lever	9541	1	"	11.89	11.89
3015	Plate	C1128 C&IP Bolster Wear (rev.)	380	2	"	.55	1.10
3019	"	036 Bottom Center	241	1	"	9.50	9.50
3021	"	C1070 036 Top Center	848	1	"	9.50	9.50
3025	Hanger	C1083 036 Bolster	304	2	"	2.59	5.18
3027	Cap	C1076 036 Equalizer Spg.	308	12	"	1.22	14.64
3028	Cover	036 Pony Journal Box	301	4	"	.90	3.60
3029	Hanger	C1088 050 Brake	8550	4	"	1.50	6.00
3031	Seat	729 050 Equalizer Spg.	9563	1	"	1.98	1.98
3038	Plate	741 050 Journal,Box	8554	4	"	.75	3.00
3070	Box	6-8-44 B.H. Journal	9522	3	"	7.77	23.31
3071	"	6-8-44 L.H. Pony Jour.	9523	3	"	9.61	28.83
3072	"	1-8-311 Journal	9520	2	"	8.78	17.56
3073	"	1-8-311 "	9521	4	"	8.56	34.24
3102	Head	837 Pony Shoe	8554	4	"	1.81	7.24
3107	Box	13-44 050 Journal	9519	3	"	7.10	21.30
3127	Head	782 Shoe 734	9519	2	"	1.39	2.78
3107	Head	C1099 9½. 036 Pony Brake	8535	2	"	4.25	8.50
3108	Shoe	841 Brake	9601	50	"	.60	30.00

Exhibit 15.

	CLASS OF MATERIAL AND DESCRIPTION					QUANTITY	UNIT	PRICE	AMOUNT	TOOLS
Class 31					Page 2					
3109	Shoe	D64 Brake			9203a	50	Ea.	.78	39.50	
3110	"	D67 "				50	"	.78	39.50	
Class 32										
3139	Bearing	203L Armature		CE #1	7118	1	"	4.90	4.90	
3140	"	203L "		FE #1	7115	2	"	5.40	10.80	
3141	"	203L "		CE #2	7118	2	"	3.95	7.90	
3142	"	203L "		FE #2	7115	1	"	5.45	5.45	
3143	"	203L "		CE #3	7118	2	"	3.95	7.90	
3144	"	203L "		FE #3	7115	3	"	3.93	11.80	
3138	"	4101 "		FE #1	9077	2	"	7.38	14.80	
3154	"	4-301 "		CE #2	9094	3	"	3.78	11.35	
3161	"	5329 "		FE #1	7019	1	"	4.00	4.00	
3165	"	5329 "		FE #2	7019	2	"	5.95	11.90	
3166	"	CE 80 Axle		4-1/2"	7189	6	Pr.	6.95	41.70	
3167	"	203L "		4-1/2"	7085	3	"	9.15	30.95	
3169	"	1013 "		4-1/2" CE	7091	2	"	5.35	10.70	
3171	"	5329 "		"	7004	5	"	7.10	38.50	
3173	"	5329 "		5"	7472	6	"	5.40	32.40	
Class 33										
3190	Valve	51172	D63	Gov. Cut Out	3419	1	Ea.	1.44	1.44	
3200	Cap	107900		Valve for 1/2" Brake Valve		1	"	.30	.30	
3212	Bushing	68619	DH16	Connecting Rod		4	"	1.35	5.40	
3213	Bearing	67134	DH16	Armature #2	4853	1	"	1.77	1.77	
3215	Cap	68911	"	Cr. Shaft		1	"	1.19	1.19	
3216	Bearing	55147	"	Arm. #1	4855	1	"	7.00	7.00	
3219	Holder	55222	"	B.H.	4859	2	"	1.33	2.66	
3220	Valve	6853-6	"	Discharge	4808	1	"	8.11	8.11	
3221	Holder	55223	"	LH Carbon	4874	3	"	1.33	3.99	

Exhibit 15.

CLASS OF MATERIAL AND DESCRIPTION				QUANTITY	UNIT	PRICE	AMOUNT	WHO
Class 83								
3826	Bushing	48093 H2 Emerg. Valve			2	Ea.	1.10	2.20
3829	Piston	48931 H2 Emerg. Valve			1	"	4.27	4.27
3832	Valve	50849 H2 Emergency		2798	1	"	19.62	19.62
3835	"	QP17 Section		4816	1	"	1.59	1.59
Class 84								
3253	Resistance	19734 for Portable Incandescent H/L			1	"	6.70	6.70
3257	Headlight	2 CH 24159 Incandescent		2376	1	"	8.27	8.27
3260	Door	H/L with Lens for 1 24112 H/L		2134	1	"	6.13	6.13
3263	Thermostat	60° Indestructable		3089	2	"	9.50	19.00
3266	Relay	946 for type 7 Heat Reg.			1	"	9.62	9.62
3269	Coil	903 Element for 37 Heat Regulator		3688	1	"	3.50	3.50
3272	Unit	Short Heads, for 362 Heat Regulator		3865	1	"	1.92	1.92
3275	Column	Mercury 60° for 3 CH Heater Thermometer		3691	4	"	3.55	14.20
3278	Regulator	Heat		3638	1	"	2.60	2.60
3281	Casting	3019 JYB Die		2915	5	"	2.52	12.60
3284	Arm	Gear Shifter JYB 3643		2933	1	"	1.11	1.11
3287	Shaft	JYB 3648 Coin Cyclometer		2925	4	"	2.30	9.20
3424	Spring	#14 Silmon		2934	3	"	.77	2.31
3427	"	#3400 OS Main Trolley October		3041	2	"	1.56	3.12
3478	Button	2530 Push		3179	11	"	.79	8.69
3479	Guide	51486 RH Door			2	"	3.05	6.10
3836	Casting	305-151 Seat			7	"	.96	6.72
3835	Bracket	9353 3411		2836	6	"	1.25	7.50
3838	Hanger	9348 Rack Shaft		2833	5	"	.80	3.00
3844	Casting	68 Sand Box 5476		918288	2	"	1.56	3.12
3849	Seat	Pad for Motorman's Stools		3061	2	"	.63	1.26

Exhibit 15.

ITEM OF MATERIAL AND DESCRIPTION			QUANTITY	UNIT	PRICE	AMOUNT	TOTALS
Item 91			Set #				
810	Post	48148 RH Governor	1	Ea.	10.80	10.80	
811	"	Reg. 40295 LH Governor 1800	1	"	10.80	10.80	
812	"	RH Governor	1	"	10.80	10.80	
Item 92			#				
817	Axle	Reg. 6174 Std. 000 036 Driver & 030 42"	9141	4	"	35.00	140.00
818	"	Reg. 6176 Std. 030 0350 5"	9140	4	"	35.00	140.00
Item 93							
890	Cover	218341 4-5321 Commutator Cover		3	"	1.68	5.04
893	Shield	298918 4-5328 Axle complete	9504	4	"	3.97	15.88
899	Cover	3-198378 4-5323 Commutator	9561	3	"	1.50	4.50
904	Field	198391 4-5323 Comm.	9465	3	"	4.95	14.85
903	"	198390 " Exciting	9462	3	"	20.86	60.98
909	Holder	41018 #101 L.H. Brush	1289	1	"	11.77	11.77
911	"	41019 #101 Brush	1385	1	"	10.48	10.48
912	Washer	40903 #1018 Steel Spg. for Field Coil	1277	3	"	1.18	3.54
913	Holder	92754 #101 RH Brush	1338	1	"	12.98	12.98
917	Shield	241848 #101 Field Coil	1369	4	"	.91	3.64
925	Holder	100732 #85A Brush		1	"	9.35	9.35
949	Holder	148325 GE 203L Brush	2450	3	"	11.60	34.80
991	Lid	243314 GE 203L with Spg. for Axle Bxg. Cap Grease Chamber	9452	3	"	1.42	4.26
996	Field	GE 203L Exciting	9471	6	"	22.32	133.92
997	"	GE 203L Commutating	9470	4	"	14.03	56.12
998	"	48325 #-101	9479	8	"	14.00	112.00

Exhibit 15.

Class No							
3941	Nut	[illegible]					
3942	"	[illegible]	1140	2	No.	.74	1.48
3944	"	[illegible]	1088	4	"	.80	3.20
3948	Screw	[illegible]		3	"	1.16	3.48
3951	Pinion	[illegible]	1150	1	"	1.32	1.32
3954	"	[illegible]	324	4	"	8.25	33.40
3957	"	[illegible]	163	1	"	9.61	9.61
3958	"	[illegible]	161a	3	"	8.10	24.30
8131	Gear	[illegible]	154b	3	"	10.34	31.02
8132	"	[illegible]	9644	4	"	10.34	41.36
8134	"	[illegible]	9643	4	"	10.34	41.36
8135	"	[illegible]	9640	4	"	14.00	56.00
8136	"	[illegible]	9634	4	"	11.00	44.00
8139		[illegible]	9642	4	"	11.00	44.00
8138	Gear	[illegible]	9660	4	"	11.00	44.00
8139	"	[illegible]	8151	2	"	10.50	21.00
8140	"	[illegible]	9163	2	"	10.5C	21.00
			9159	2	"	10.5C	21.00

Class 22							
3908	Plate	[illegible]	953	2	"	2.79	5.58
3910	Base	[illegible]		1	"	2.64	2.64
3920	Clamp	[illegible]	642	1	"	3.78	3.78
3971	Plate	[illegible]		1	"	1.84	1.84

Exhibit 15.

ITEM	NAME OF MATERIAL AND DESCRIPTION	SIZE	QUANTITY	UNIT	PRICE	AMOUNT	REMARKS
[illegible]		SEE /					
297	Gasket, /1811170 MK 12 - 8 Gun		1	Ea.	10.17	10.17	
298	Cylinder, /888806 Air for 364 M-17 Line Switch	900	1	"	1.95	1.95	
299	Coil, /1811344 Trip for 364 M-17 Line Switch		1	"	2.99	2.99	
300	Coil, /1499208 - 10 Magnet for 364 M-17 Line Switch		1	"	10.38	10.38	
301	Coil /1879820 Small High Voltage (200 Ohms) 364 M-17 Line Switches		1	"	2.53	2.85	
302	Switch M5 - 94		1	"	14.84	14.84	
303	Shield 02 87542 - E-6 Insulation	635	1	"	1.09	1.09	
304	Trip E-6 Finger	904	18	"	.08	1.08	
305	Segments /1497928 (22827) E-6	925	12	"	.22	2.64	
306	Segments /1497901 (22829) E-6	927	8	"	.19	1.52	
307	Segments /1497926 (22830) E-6	961	13	"	.19	2.47	
308	Segments /1497924 (22832) E-6	963	13	"	.11	1.43	
309	Segments /1497924 (22834) E-6	998	6	"	.08	.48	
310	Strip, 02 54896 - E-6 Insulating for Back of Board	610	1	"	.61	.61	
311	Stop, /1498894 E-6 - H Ratchet Wheel Cylinder and Plate with Port Post	881	1	"	3.42	3.42	
312	Strip 02 54794 - E-6 Narrow Arc Deflector	808	1	"	.62	.62	
313	Segments /1488859 - (1118042) E-25 Contact	866	10	"	.24	2.40	
314	Segments /1488861 - E-25 Contact	1003	14	"	.11	1.54	
315	Segments /1488859 - (1118043) E-25 Contact	907	11	"	.23	2.53	
316	Segments /1488864 (1118040) E-25 Contact	1802	15	"	.22	3.30	
317	Segments /1488868 (1118041) E-25 Contact	953	9	"	.17	1.53	
318	Segments /84430218 (84073) E-25 Contact	932	12	"	.17	2.04	
319	Segments /84488219 (E-25) Contact	965	11	"	.18	1.98	
320	Seals 198811 - E-25 Reverse	870	2	"	2.69	5.38	
321	Cylinder /1118088 - E-25 Reverse, Complete	1804	1	"	18.50	18.50	

Exhibit 15.

Sheet 34							
3900	Wheel (only)S.A. 5" Trailer		360	10	Ea.	1.75	17.50
Sheet 35							
3965	Tape	3/4" Friction Tape	1200	40	Roll	.33	9.90
Sheet 36							
4002	Collar	GC 134866 - 3000-A 4-1/2" Axle Motor Section	136	2	Ea.	2.00	4.00
4003	Collar	3000-A 4-1/2" Axle - Wheel Section Only	144	3	Ea.	2.81	8.43
4004	Collar	4200 and 4201 4-1/2" Axle Motor Section	102	1	"	1.07	1.07
4005	Collar	4200 & 4201 4-1/2" Axle Wheel Section	107	2	"	2.90	5.80
4006	Collar	GC 80 4-1/2" Axle Wheel Section	116	3	"	1.28	3.84
4007	Collar	34207 - 4200 & GC 80 Axle - 4-1/2" - Motor Section	100	4	"	1.25	5.00
4008	Collar	GC 80 3" Axle Wheel Section	111	2	"	2.55	5.10
4009	Collar	GC 80 Axle 3" 4200 Motor Section	125	2	"	1.20	2.40
Sheet 40							
4041	Screw	#8 Head		12	"	.75	9.00
4131	Screen Panel Assembly			6	Ass.	1.50	9.00
4191	Shovel	Snow	9975	48	Ea.	.41	19.68
Sheet 57							
4307	Enamel White Paint		8804	4	Gal.	3.00	12.00
4308	"	Paint Clear EC 147	8790	4	"	2.50	9.00
4309	Surfacer	68000 Paint White Primer	8791	3	"	2.75	8.25

Exhibit 15.

Name of Material and Description	Quantity	Unit	Price	Amount	Totals
	[illegible]				
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
					[illegible]

Exhibit 15.

| Kind of Service or Description | | |

Exhibit 15.

Exhibit 15.

CLASS OF MATERIAL AND DESCRIPTION			QUANTITY	UNIT	PRICE	AMOUNT
Sheet 24			**CYL 6**			
704	Tube	833 #4 Pusher Rocks.		1	Ea.	2.04
705	Button	833 6 Push Complete		4	"	.80
711	Valve	19661 6 B Spindle	3289	1	"	1.98
712	Casting	08 28999 Head cpcst		1	"	1.05
775	Ring	82265 Sqlooter Rot.	3145	1	"	1.11
806	Handle	6-8880 Cyc. Door	3147	1	"	1.01
807	Door	88484 Front Handlt. 7128	3132	1	"	3.42
826	Rheostat	128 with spring clip pcon. on both ends		1	"	3.81
8288	Cover	84678 Glass for safety panel		1	"	2.13
829	Rotor	88188 Front for Cylclt.		1	"	4.12
847	Coil	Conn. 6800 Door Sig.		8	"	4.00
852	Plate	713 Air Cn. Cover		1	"	.88
880-A	Casting	8814488-B Door		1	"	2.05
884	Reflector	7" Golden Glow	3151	1	"	7.60
890	Bracket	Short Tool. Catcher		1	"	.50
898-A	Unit	984-1 Rocks.	3072	1	"	3.72
894-A	Coil	1210 Discount Magnet		1	"	3.59
898-A	Coil	1298 Magnet for Thermometer		1	"	6.88
900	Unit	7854 Rhotch.	3072	1	"	3.72
914	Segment	Door C894 Door Sig.		1	"	1.28
921	Insulator	P-854 Pointer	3088	1	"	1.14
924	Bracket	P-985 "	3088	1	"	1.25
925	Relay	Complete type 7		1	"	7.50
926	Switch	CE 912 Comp	7897	6	"	.98
926	"	2079 3-way	4082	3	"	1.85
942	Casting	Roof Step		8	"	1.20
953	Shields	Trunkcase	3190	1	"	4.19
985	Wheel	Star 20 tooth		1	"	1.20
988	Adjuster	Vestibule cock		1	"	.97
1000	Switch	Hd. Joint Brake Knife		1	"	9.78

Exhibit 15.

NAME OF MATERIAL AND DESCRIPTION		QUANTITY	UNIT	PRICE	AMOUNT	VENDOR
Sheet 16						
Reflector Golden Glow 12"	2226	1	Ea.	13.80	13.80	
Wiper 21" Windshield		1	"	3.50	3.50	
Steamer 27" Blanket		1	"	8.00	8.00	
Curtain Car, Fluteneto		1	"	7.38	7.38	
Sheet 18						
Steel 36" x 2½" x 2½" bore	9237	8	"	33.75	270.00	
" 38" x 2½" x 2½" bore		8	"	21.25	170.00	
Axle Finished Std. SECP 63795	9548	4	"	14.13	56.52	
Sheet 17						
Cover 299344 CORE Comm.		1	"	.80	.80	
Cover W101 Commutator		5	"	5.51	27.55	
Cover SE 42715, 101 housing		1	"	1.71	1.71	
Shield W256 329110 Coil	2253	6	"	1.10	6.60	
Housing 290619 Bearing W101		1	"	21.38	21.38	
Housing 279644 "		1	"	21.46	21.46	
Ring 35693 W101 dipper	1261	1	"	3.43	3.43	
Plate 48089 " Bold Hole	1264	1	"	1.71	1.71	
Brushholder W101 SE	1265	1	"	9.00	9.00	
Brushholder W101 SE E3	1268	1	"	12.98	12.98	
Brushholder W101 SE E8	1265	1	"	9.88	9.88	
Coil S-585 Shunting Field	9482	3	"	20.26	60.78	
Brushholder SE-SECP Axle Side		1	"	14.78	14.78	
Gear SE 2029 Nose back		1	"	2.82	2.82	
Shield S-508 Axle		2	"	2.75	5.50	
Coil S-101 Armature	9483	1	"	29.50	29.50	
" S-532 "	9485	1	Set	56.27	56.27	
Shaft S-101 Armature	9487	1	Ea.	18.50	18.50	
" CE 2025 Armature	9488	1	"	33.70	33.70	
" S-508 Armature		1	"	20.25	20.25	
Sheet 21						
Pinion S-508 - 247 Helical	399	1	"	6.50	6.50	

Exhibit 15.

CLASS OF MATERIAL AND DESCRIPTION			QUANTITY	UNIT	PRICE	AMOUNT
Plate 32						
1378	Pinion	S-301 - 197	1	Ea.	9.60	9.60
1376	Pinion	S-302 - 207	1	"	9.20	9.20
1379	Pinion	62-302-2 167 Helical	1	"	9.00	9.00
1380	Screws,	Gear Cone - S-302	8	"	1.20	4.80
4108	Gear	62 302-2 - 207	1	"	40.00	40.00
4109	Gear	S-301 - 197	2207	1	"	40.00
4109	Gear	62 30 - 197 Rev	2244	1	"	40.40
4112A	Gear	S-302A - 207		1	"	32.40
2045	Cone	62-60 Bottom Gear	2151-1	1	"	8.13
2044	Cone	62-60 Top Gear	2121	1	"	10.61
2045	Cone	62-302-2 Top Cone		2	"	32.44
2047A	Cone	W101 Bottom Gear	2189	1	"	10.31
2047B	Cone	W101 Top Gear	2188-1	1	"	7.36
2058A	Cone	S-302 Top Gear		2	"	22.88
2058B	Cone	S-302 " "		2	"	20.58
Plate 33						
1382	Coil	/1402825 Overland		1	"	2.25
1383	Coil	/2202896 Holding		1	"	5.00
1441	Switch	/485 32 Control		1	"	18.60
1906	Cylinder	/60798 K-6	422	1	"	12.50
1940A	Switch	TC 202	2914	1	"	6.25
1618	Handle	K-30XX Controller		1	"	5.77
1617A	Wheel	K-30XX Ratchet		1	"	3.06
1618	Segments	/2402817 K-30XX Contact		22	"	.10
1619	Segment	/1402823 K-30 XX Contact		10	"	.19
1621	Segment	/1402826 K-30 XX Contact		20	"	.14
1622	Segments	/1402830 K-30 XX Contact		18	"	.27
1635	Handle	/204605 XX Controller	892	1	"	4.80
1645	Handle	/1702811 K-30 Reverse	570	1	"	2.69
1673	Segment	/1402833 K-30 Controller	933	22	"	.17

Exhibit 15.

...ON OF MATERIAL AND DESCRIPTION	QUANTITY	UNIT	PRICE	AMOUNT	WEIGHT
	Std.#				
Magnetic /[illegible] E-Z2 Controller	903	10	Ea.	.38	3.84
Magnetic /[illegible] E-Z2 Controller	904	11	"	.38	3.88
Magnetic /[illegible] E-Z2 Controller	907	20	"	.20	4.00
Coil /[illegible] Overload		1	"	3.87	3.87
Board /[illegible] E-Z2 Connection		1	"	10.90	10.90
Coil /[illegible] Sheavet		1	"	13.84	13.84
[illegible]					
Key CS Complete with wheel		2	"	3.65	7.30
[illegible]					
Caller 00-2000 3" Axle 128250		2	"	1.94	3.88
[illegible]					
[illegible] Surface Paint Light	6000	2	Gal.	2.50	5.00
[illegible] Lead White in Oil	6000	100	0 Lb	0.25	0.25
			TOTAL		$ 1,934.36

Exhibit 15.

Class 37							
701	Sandblaster Motor	2000	2	Ea.	.75	1.50	
879	Motor - 10-6200 - 32 S-200		1	"	.73	.73	
880	Generator Battery - 12 Volt		4	"	1.07	4.28	
880	Grill 200 Ignition 12 Volt		2	"	4.95	9.90	
1040	Bolt 702 Sun 2020		2	"	.80	1.60	
1054	Lining 1/2 x 2 - Brake Brake		12	Ft.	1.40	16.80	
1081	Lever 200 R. Brake		1	Set	6.80	6.80	
1850	Transmission 200047 Rear Axle Shaft		1	Ea.	4.50	4.50	
1705	Assembly 200205		1	"	1.75	1.75	
1777	Switch 600200 Stop Lamp Assy.		2	"	2.82	5.64	
1805	Plate 210200 Clutch Pressure		1	"	14.00	14.00	
1819	Bearing 210200 Shi. 2. Ball	7000	2	"	5.82	10.64	
1897	Plate 200600 Clutch Brake		1	"	1.95	1.95	
1960	Bolster 203100 Rear Brake Lever		1	"	1.35	1.35	
2042	Bracket 207700 RH Rear Spring		1	"	9.50	9.50	
2043	" 207707 LH " "		1	"	9.50	9.50	
2105	Stamp 200604 Ground		1	"	.75	.75	
2181	Rod Connecting 2-060		6	"	8.00	30.00	
2189	Plate 210 Style 604 Clutch Pressure		1	"	15.00	15.00	
2195	Shaft Sales 10-6200 Rear Axle 600206		1	"	8.14	8.14	
2241	Rod 712 Connecting - Rev		2	"	4.50	9.00	
2270	Shaft 270200 Axle Assy RH		1	"	8.59	8.59	
2281	Assy Wheel Cyl. 700207		1	"	2.05	2.05	
2282	Cone Timken 207 142057		2	"	2.51	5.02	
2291	Chain 36 x 6 Sgl. 2214	9729	4	"	8.76	35.04	
			TOTAL				$150.8

Exhibit 15.

CLASS OF MATERIAL AND DESCRIPTION				QUANTITY	UNIT	PRICE	AMOUNT	VENDOR
Part No.				SEE 1				
1201	Chain	36 x 6" for Hyd. Pump.	9737	1	Pr.	5.75	22.50	
9948	Iron	/1119 Brake	9809	1	Ea.	15.75	15.75	
9260	Lamp	3" Dome		2	"	1.18	2.36	
9262	Lamp	/CS Dome		2	"	1.25	2.50	
9268	Elbow	Bottom Radiator		1	"	2.00	2.00	
9269	Arm	20047 Rotor		2	"	1.25	2.50	
9266	Cap	16383 Distributor		2	"	1.26	2.52	
9251	Assembly	28520 Breaker Plate RH		1	"	2.45	2.45	
9260	Rod	Air Compressor Connect.		1	"	4.44	4.44	
9262	Piston	" " "		1	"	1.32	1.32	
9263	Chain	Air Compressor		1	"	4.80	4.80	
9280	Line	288133 Gas		1	"	2.31	2.31	
9268	Iron	302878 Front Fender		1	"	1.60	1.60	
9217	Iron	308411 " "		1	"	1.39	1.39	
9268	Coil	2197 Delco Ignition		1	"	5.88	5.88	
9269	Condenser	1202262 Delco Ruxy		2	"	3.71	7.42	
9268	Coil	12262 HI Volt. Regulator		1	"	1.90	1.90	
9269	Brush	12410 HI Starter		6	Set	1.05	6.10	
9271	Bolts	Pan 9-20645-A Clinch		1	Ea.	1.15	1.15	
9218	Sleeve	YU Outer 6-Cyl.		2	"	8.70	17.40	
9217	Sleeve	YU Inner 6-Cyl.		2	"	9.07	18.14	
9260	Assembly	/CS9717 Cyl. Head		2	"	4.84	8.88	
9265	Assembly	/S42845 Rear Univ. Joint		1	"	35.20	35.20	
9710	Sprocket	/CS9836 Crankshaft		1	Ea.	19.32	19.32	
9727	Wiper	Windshield Automatic T/SOLA	79282	1	"	3.50	3.50	
9728A	Buzzer	12V Fuseday		1	"	4.51	4.51	
9282C	Assembly	9728C9 Wheel Cylinder		1	"	2.25	2.25	
9228	Assembly	Grake Hose		1	"	1.07	1.07	
9211	Pump	1262822 Fuel		1	"	4.50	4.50	
9212	Rod	C21220 Connecting (std.)		3	"	1.12	3.36	
9224	Assembly	2020000 End Tie Rod R.H.		1	"	6.78	6.78	

Exhibit 15.

CLASS OF MATERIAL AND DESCRIPTION		QUANTITY	UNIT	PRICE	AMOUNT
Sheet 37					
V11	Front Spring	1		$	$
V11	Rear Spring	1			
A8	Front Spring	1			
A8	Rear Spring	1			
A37	Front Spring	1			
A37	Rear Spring	1			
				TOTAL	

Exhibit 16.

UNITED ENGINEERS & CONSTRUCTORS INC.
1401 ARCH STREET
PHILADELPHIA

May 28, 1937.

Mr. Walter Carr, Vice President
Connecticut Railway & Lighting Company
Bridgeport, Connecticut.

Dear Mr. Carr:

In accordance with your request we have made a survey of certain designated buildings and structures located at Norwalk, Bridgeport, Derby, Waterbury and New Britain, Connecticut, now being used by Connecticut Railway & Lighting Company in connection with its operations, for the purpose of preparing an estimate of the extent of the deferred maintenance existing on such buildings and structures on November 16, 1936. Our conclusions with respect to the extent of deferred maintenance on each building or structure examined have been set forth in detail in the following report, which may be summarized as follows:

Scope of Examination

We made a detailed examination of each building or structure included in our survey and observed the operations that were being performed at those locations, in order to determine -

1 - The requirements of the present utilization of the structures in the operations of the company.

2 - The extent of the maintenance work which on November 16, 1936 had been postponed beyond the date when it should have been performed.

Exhibit 16.

D

Mr. Walter Carr, Vice President May 11, 193[illegible]

[illegible] our physical examination of the properties and operations now made during the period from March 10, 1937 to March 20, 1937 inclusive, and consisted of a physical inspection of each structure by skilled technicians, who took field notes and prepared estimates of the extent and the cost of the maintenance work that should have been performed prior to November 16, 1936 in order to make the buildings reasonably safe for current operating requirements and to properly protect them from excessive depreciation resulting from lack of due care prior to November 16, 1936. Analyses of maintenance and repair expenditures incurred during the period from November 16, 1936 up to the date of our physical examination were prepared by your accountants and made available for our use, in order for us to properly set forth the estimate of deferred maintenance as of November 16, 1936. In adjusting our estimates for these expenditures, we ignored all ordinary maintenance and repair expenses incurred during this period.

The prices for labor and contract work used in the compilation of our estimates, reflect the actual labor rates prevailing in the territory adjacent to the site of the structures immediately after November 16, 1936. The cost of materials used in our estimates represent the cost for delivery of the necessary material items at Bridgeport, Connecticut.

Summary of Conclusions

The results of our examination and study of the buildings and structures included in the scope of our survey are summarized in the

Exhibit 16.

By Baker Carr, Vice President May 12, 1937.

Attached table, showing the extent of the deferred maintenance which, in our judgment, had accrued on each unit as of November 16, 1936.

Description of Building Structures		Estimate of Deferred Maintenance
Detroit		
Carbarn		$ 14,631.30
Richmond		
Carbarn, Office and Shop		6,398.95
Erie		
Carbarn No. 1 and Office	$ 8,484.38	
Carbarn No. 2	10,806.22	
Carbarn No. 3	6,858.06	
Store House & Trolley Express Bldg.	4,159.16	29,308.82
Allentown		
Office Building	$ 1,758.80	
Main Car Barn	9,465.45	
Paint Shop	1,554.31	
Repair Shop	4,737.87	
Express Building	3,083.66	20,591.09
New Britain		
Carbarn and Garage		24,545.62
	TOTAL	$ 95,481.78

Exhibit 16.

Mr. Gilbert Carr, Vice President — May 12, 193[illegible]

On the paper immediately following this letter will be found schedules showing the estimated cost of the various items of maintenance work which should have been performed on each building or structure prior to December 31, 1934. In addition, the inventory data and other factual information assembled by our engineers in their field notes, and relied by us, will be available for you if you find that you will require such detailed information at any future time.

Very truly yours,

J D Lawrence

Supervising Engineer

Exhibit 16.

...ller Corr, Vice President — May 12, 1937.

The schedules of estimated deferred maintenance which we have ...pared are presented in the following exhibits:

			Pages
...bit I	- Norwalk	- Carburs	1 - 6
...bit II	- Bridgeport	- Carburs, Office and Shop	7 - 11
...bit III	- Derby	- Carburs No. 1 and Office	12 - 15
		Carburs No. 2	16 - 18
		Carburs No. 3	19 - 21
		Store House and Trolley Express Building	22 - 26
...bit IV	- Waterbury	- Office Building	27 - 32
		Main Car Barn	33 - 35
		Paint Shop	36 - 37
		Repair Shop	38 - 41
		Express Building	42 - 44
...bit V	- New Britain	- Carburs and Garage	45 - 55

J. D. Anderson
Supervising Engineer

E. B. Robbins
Building Engineer

A. L. Hilding
Cost Engineer

Exhibit 16.

[illegible]

[illegible]

[illegible]

LOCATION:- Hall, Knight and High Streets, Norwalk, Connecticut.

SIZE:- Irregular, fronting 49 feet on Hall Street, 178 feet on Knight Street, 177 feet on Night Street, and 92 feet around rear.

DESCRIPTION: Brick walls on rubble masonry foundations, wood roof trusses, wood roof sheathing, composition roofing. One story in front and two stories in rear, with storerooms, machinery rooms, etc., on first floor, and offices, locker rooms, etc. on second floor.

[illegible]

[illegible]

Item	Quantity	Unit	Rate	Amount
Sidewalk - remove existing flagstone and replace with 4" concrete.	1,947	s.f.	$ .23	$ 447.81
Curbing - remove existing flagstone and replace with 6" x 20" concrete	361	l.f.	1.29	465.69
Foundations - point up rubble foundation	187	s.f.	.092	17.20
Brickwork - point up Exterior - 8,568 s.f. Interior - 444 s.f.	9,012	s.f.	.092	829.10
Siding - remove and replace 24 ga. galv. iron	224	s.f.	.16	35.84
Wood Cornice - repair				
Type A -	145	l.f.	-	35.67
Type B -	247	l.f.	-	95.12
Type J -	154	l.f.	-	55.77
Type D -	200	l.f.	-	91.20

[illegible] - [illegible] (Continued)

Item	Quantity	Unit	Rate	Amount
[illegible] - remove and replace [illegible] - [illegible] - [illegible] -

Exhibit 16.

GARAGE - [redacted] (Continued)

Item	Quantity	Unit	Unit	Amount
Door - remove and replace door - 4 light upper panel and solid bottom panel 3' x 8' including hardware	24	s.f.	$ .72	$ 17.28
Bottom Doors - remove and replace 1 Bottom Door 6'2" x 10'9" 1 x 6 T & G 1 Door 7'0" x 8'2"	124	s.f.	.52	64.48
Door - remove and replace 1 door - 4 light upper panel and solid bottom panel, hardware 3'0" x 7'0"	21	s.f.	.72	15.12
Doors - Main Entrance - remove and replace 4 doors 6'8"x15'2" (3") and hardware	407	s.f.	.95	376.65
Fence - provide 7'0" board fence around old coal pit, back of building	25	l.f.	-	36.25
Steps - repair risers (5) carriages and platform	-	job	-	25.00
Floors - remove and replace 1 x 3 pine flooring - Office	1,890	s.f.	.11	207.90
Floors - Concrete - provide 6" concrete floor - Shop - Garage	5,210	s.f.	.32	1,667.20
4" concrete floor - Stores, etc.	1,570	s.f.	.23	361.10
Pits - Concrete Bottom - 5' x 51' x 1' Walls - 112 x 3' x 8"	18	c.y.	13.60	244.80
Guard Angles and Bumpers 110 l.f. 6 x 6 x ½ angle	2,156	lb.	.06	129.36
Bumpers	-	job	-	20.00
Earth Fill - Knight St. Pit	65	c.y.	1.00	65.00
Stank - replaced by C. N. & L. Co. Jan. 1937	-	job	-	311.00
Door - brick in opening including pilasters	4	M	46.90	187.60
Reinforce corner of Building cor. of Hall & Knight Sts.	-	job	-	161.49

Exhibit 16.

(Continued)

Item	Quantity	Unit	Rate	Amount
...sters - Brick - replace ...ed brick pilasters ...ge height 10'0"	5	each	$ 59.28	$ 296.40
...r - remove and replace ...al clad door 4' x 7'	28	s.f.	1.70	47.60
...f - repair roof around ...k, flashing, etc.	-	job	-	50.00
...ic Floor - reinforce	-	job	-	272.40
...f Trusses - reinforce	-	job	-	1,932.80
...m - reinforce	-	job	-	441.60
...ial				
Skylights - 2 coats 3 - 4' x 6'	48	s.f.	.02½	1.20
Over Galv. Iron Siding 3 coats	224	s.f.	.04	8.96
Cornice - 3 coats				
Type A 435 s.f.				
Type B 1,325 s.f.				
Type C 234 s.f.				
Type D 300 s.f.	2,294	s.f.	.04	88.16
Windows - Scrape and Paint exterior and interior				
2 coats:				
9 - 58 s.f. Twin D.H.	522	s.f.	.02½	13.05
3 coats:				
2 - 3'0" Circular	48			
9 - 56 s.f. D.H.	504			
4 - 100 s.f. D.H.	400			
1 - 154 s.f. Sash	154			
4 - 50 s.f. Fixed Sash	200			
2 - 55 s.f. Sash	110			
4 - 27 s.f. Sash	108			
11 - Double Hung	492			
1 - Twin Fixed	56			
1 - Double Hung	66			
1 - Double Hung	168			
	2,304	s.f.	.04	92.24

[redacted] (Continued)

Item	Quantity	Unit	Rate	
Paint (Cont'd.)				
Primer, size, Sompo and putty, interior and exterior - 2 coats:				
2 Double Doors 7'8" e.f.	440			
Front Doors	1,632			
	2,072	s.f.	$ .02½	$
3 coats:				
1 - Door	72			
1 - Sliding Door	200			
1 - Sliding Door	344			
1 - Sliding Door	344			
Frame	400			
Steps	150			
	1,332	s.f.	.04	5
Ceilings - 1 coat cold water:				
2 x 26 x 76 x 3	11,514			
24 x 37 x 3	2,664			
2 x 19 x 33 x 3	3,366			
2 x 44 x 65 x 3	14,520			
12 x 92 x 3	3,312			
Office Floor (Ceiling)				
10 x 92 x 3	2,760			
Interior Brick walls				
20 x 74	1,480			
20 x 78	1,560			
33 x 32	1,056			
35 x 32	1,120			
28 x 65	1,820			
28 x 65	1,820			
92 x 28	2,576			
46 x 7	322			
85 x 14.5	1,232			
65 x 35 x 2	4,550			
52 x 12 x 2	1,248			
65 x 14.5	942			
58 x 10 (Office)	580			
182 x 14.5 (Store Room)	2,639			
3 x 162 x 2 (Trusses)	972			
5 x 585 x 2 (Trusses)	5,850			
	67,933	s.f.	3/4¢	5
Front Doors (lintels and columns) interior - 3 coats lead and oil:	480	s.f.	.04	1

Exhibit 16.

[redacted] (Continued)

Item	Quantity	Unit	Rate	Amount
(Cont'd.)			$	$
r Door - 1 coat				
ind and oil	80			
ths and Toilet.	1,120			
ths (upstairs)	3,395			
- 1-1/4" Pipe	25			
- 1" Pipe	20			
- 1/2" Pipe	25			
	4,515	s.f.	.01½	68.43
- windows	9	each	1.50	13.50
	14	each	1.00	14.00
	25	each	.50	12.50
ing - remove and replace				
ter closets, 3 wash basins,				
ugh urinal	8	each	75.00	600.00
- remove and replace				
1/4" Galv. steel pipe	50	l.f.	.26	13.00
ditto	50	l.f.	.22	11.00
2" "	150	l.f.	.17	25.50
Hose - replace				
- 50' lengths 1½" hose	100	l.f.	.36	36.00
- 50' lengths 2½" hose	100	l.f.	.51	51.00
ing				
it Heaters for				
10,000 B.t.u's.	-	job	-	1,550.00
r Steam Pump 4 x 3 x 4	-	job	-	180.00
wer Wiring	-	job	-	40.00
				$ 13,301.18
Administration and Supervision Expense 10%				1,330.12
TOTAL - NORWALK				$ 14,631.30

Exhibit 16.

EXHIBIT II

CONNECTICUT RAILWAY AND LIGHTING COMPANY

BRIDGEPORT, CONNECTICUT

CARHART, PAYNE AND SHOP

LOCATION:- Congress Street and Housatonic Ave., Bridgeport, Conn.

SIZE:- 241 feet fronting on Congress Street by 331 feet 8 inches deep.

DESCRIPTION:- Brick walls and reinforced concrete frame, with concrete foundations on piles, reinforced concrete roof with composition roofing. Main carhorn, carpenter, paint, blacksmith and machine shops all one story. Section 210' 10" along Housatonic Avenue by 51 feet on Congress Street is two story, with offices, locker room, toilet room, etc. on first floor, and offices, locker and employes rooms, etc. on second floor.

ESTIMATE OF DEFERRED MAINTENANCE

AS OF NOVEMBER 16, 1926

Item	Quantity	Unit	Rate	Amount
Brickwork - point up	3,100	s.f.	$ .092	$ 285
Coping Tile - replace 5 l.f. 13" unit glazed	5	l.f.	.60	3
Coping Tile - point up	-	Job	-	10
Apron - Concrete - remove and replace 4" concrete	120	s.f.	.23	27
Brick - patch holes, interior walls	-	Job	-	9
Patch cracks and holes in outside walls	-	Job	-	10
Foundations - point up cracks	110	s.f.	.092	10

Exhibit 16.

GROUND, OFFICE & SHOP - BUILDING (Continued)

Item	Quantity	Unit	Rate	Amount
Doors - Front - Sliding remove and replace 1 door 6'3" x 14'0" - solid bottom panel - 24 lights 8 x 14 upper panel	95	s.f.	@ .95	@ 90.25
Repairs to balance of Front Doors - clean up and adjust hardware	10	each	17.50	175.00
Doors - Office - remove and replace - incl. hardware 5'8" x 9'0"	51	s.f.	.72	36.72
Gutters - remove and replace - 4" diameter galv. iron	246	l.f.	.41	100.86
Downspout Shoes - 4" C.I.P. remove and replace	50	l.f.	.73	36.50
Cornice - galv. iron 4" x 9" remove and replace	200	l.f.	.60	120.00
Doors - Rear - Sliding remove and replace 8 doors 5'9" x 16'0"	576	s.f.	.95	547.20
Doors - Rear - Sliding repairs to balance of doors clean up - adjust hardware	10	each	11.50	115.00
Windows - repairs to catches, pulleys, replace cords, etc.	40	each	3.12	125.00
Windows - remove and replace S.H. Sash 2 - 4'0" x 4'6"	36	s.f.	.62	22.32
Columns - Concrete - patch up 10 columns	10	each	15.00	150.00
Plaster - remove and replace	3	s.y.	1.50	4.50
Brick & Tile - replace	-	job	-	15.00

Exhibit 16.

GENERAL OFFICE & SHOP - REPAIRING (Continued)

Item	Quantity	Unit	Rate
Patch Plaster Cracks - Toilet		Job	
" Brick - Fire Wall		Job	
" Interior Cracks		Job	
" Plaster - Office		Job	
" Plaster - Asst Foreman's Office		Job	
" Plaster - Chief Office		Job	
Asst Foreman's Office			
Remove and replace			
Pine Flooring - 1 x 3	375	s.f.	.09½
15 Shingles 2 x 4 x 12"	120	E.V.	90.00/C
Plumbing - replace broken faucets	10	each	2.50
Remove and replace 2" galv. iron pipe	68	l.f.	.22
Remove and replace steel iron sink 24 x 60	1	each	18.00
Roof - Oil Pit - remove and replace 3 ply asphalt slag roof	890	s.f.	.07½
Paint - Shops - 3 coats linseed oil - exterior and interior			
Brick Doors 7 x 27 x 14 x 2	5,292		
Office Doors 10 x 6.7 x 2	134		
Door Doors 7 x 27 x 16 x 2	5,778		
Windows 29 x 10 x 5.5 x 2	5,510		
Windows 7 x 6.2 x 16.5 x 2	911		
Doors 11 x 7 x 14.2 x 2	2,136		
Doors 1 x 6.2 x 14.2 x 2	240		
Windows 11 x 7 x 5.5 x 2	1,464		
Windows 3 x 5 x 3 x 2	210		
Windows 2 x 5 x 10.2 x 2	204		
Corrugated 200 x 1.5	300		
Windows 5 x 4 x 6 x 2	240		
Windows 20 x 5 x 5.5 x 2	550		
Corrugated 662 x 1.5	993		
	24,032	s.f.	.04
Caulk - Windows	52	each	1.00
	5	each	1.00
	15	each	1.00
Caulk - Doors	12	each	1.50

Exhibit "A"

[illegible] 377 U.S. 163 — [illegible] (Continued)

Item	[illegible]	Unit	Rate	Amount
Item - replace				
2 lights 22 x 36	2	each	0 .70	0 1.40
50 lights 10 x 16	50	each	.28	14.00
Item - repair				
29 - 48 lights 10 x 16				
11 - 32 lights 10 x 16	2,944	each	.15	441.60
Paint - one coat lead and oil				
Louvre - 32	2,772			
Tax Forester's Office				
Partitions	2,204			
Abbey, 2nd Fl. Plaster	1,320			
Chain Office	720			
Fire Doors - 46	5,313			
Louvre - 32	5,184			
Piping - 4" roof Drain	68			
1½" - Cold Water	220			
1" - Cold Water	125			
4" - Fire Protection	2,065			
3" - ditto	136			
2" - "	348			
6" - "	120			
Columns - Concrete				
98 x 4.5 x 6	2,484			
Brick Walls				
331.7 x 6 x 2	3,980			
331.7 x 6 x 2	3,980			
331.7 x 6 x 2	3,980			
49.2 x 6 x 8	2,362			
211.2 x 6 x 2	2,534			
Columns				
8 x 4.5 x 6	216			
16 x 4.5 x 6	432			
	39,783	s.f.	.02½	566.75
Paint - miscellaneous iron work - stairs, hand rails, etc., one coat lead and oil	-	job	-	50.00
Paint - one coat cold water paint				
Concrete Ceiling 331.7 x 198				
+ 20% for Mouldure	76,823			
Columns 98 x 4.5 x 25	6,220			
Walls - Brick 331.7 x 11.5	3,814			
331.7 x 8	2,654			

Exhibit 16.

[illegible] (Continued)

Item	Quantities	Unit	Rate	Amount
Paint (Continued)				
Walls - Brick				
331.7 x 19 x 2	12,605			
338.7 x 13.5 x 2	8,956			
49.0 x 8 x 8	3,109			
213.0 x 16	4,758			
Shop Ceiling				
338.7 x 49.0 x 1.5	24,680			
338.7 x 33 x 1.5	27,394			
Columns				
8 x 4.5 x 13.5	486			
16 x 4.5 x 8	576			
	115,483	s.f.	3/4¢	1,[illegible]
Paint 8 repairs by G. R. & L. Co. from November 16, 1936 to March 10, 1937	-	-	-	[illegible]
				$ 5,[illegible]
Administration and Supervision Expense 10%				[illegible]
TOTAL - [illegible]				$ 6,[illegible]

Exhibit 16.

[redacted]

[redacted]

[redacted]

LOCATION- South side of Main Street, Derby, Connecticut.

SIZE- 65 feet fronting on Main Street by 130 feet deep, with central floor-service front of building by 42 feet deep.

DESCRIPTION- Brick walls on masonry foundations with sliding wood doors in front. Upper roof, lower roof and central floor of wood beam and steel girder construction supported on walls and wood and steel interior columns; roofs of wood trusses covered with composition roofing.

[redacted]

AS OF SEPTEMBER 16, 1936

Item	Quantity	Unit	Rate	Amount
[redacted]kwork - point up	1,700	s.f.	$ .09½	$ 156.40
[redacted]undation - point up	120	s.f.	.10	12.00
[redacted]of - Rear - 89' x 65' [redacted]ove and replace 4 ply [redacted]ill up asphalt	5,785	s.f.	.07½	433.88
[redacted]ider - Galv. Iron [redacted]ove and replace	50	l.f.	.29	14.50
[redacted]nking - Galv. Iron [redacted]ove and replace	65	l.f.	.35	22.75
[redacted]of -Offices - 42' x 65' [redacted]ove and replace 4 ply [redacted]ill up asphalt	2,730	s.f.	.07½	204.75
[redacted]ter - Galv. Iron [redacted] Downspout - remove [redacted]d replace	50	l.f.	.60	30.00

Exhibit 16.

CONTRACT No. 3 AND SUPPLE - DAIRY (Continued)

Item	Quantity	Unit	Rate	Amount
Trap Door - Galv. Iron 2' x 2' remove and replace	4	s.f.	@ 1.50	@ 6.00
Plate - remove and replace 1" x 4" white pine	470	l.f.	.12	56.40
Windows - Twin - Double hung sash 6'3" x 11'0" remove and replace 14" frames and sash	562	s.f.	1.16	1,151.84
Windows - double hung, remove and replace 1 frame and sash 3'0" x 11'0"	33	s.f.	1.16	38.28
Windows - double hung remove and replace 7 frames and sash 6'0" x 11"	375	s.f.	1.16	435.00
Windows - double hung, repair hooks, cables and replace hardware - 20 windows	20	each	3.62	72.40
Roof - Gable - remove and replace foundation brick metal covering 11' x 45'	543	s.f.	.16	86.88
Doors - repair front entrance doors of shop	-	job	-	25.00
Doors - Door - remove and replace door and frame (Batten) and transom (sash and frame) Door 3'6" x 9'6" Transom 6'3" x 5'6"	-	job	-	56.00
Doors - remove and replace 4 doors 3'0" x 9'0" (Batten)	108	s.f.	.52	56.16
Floor - shop - remove and replace 2" planking	6,348	s.f.	.15	952.20
Flooring - Tile - remove and replace 2" flooring	1,100	s.f.	.15	165.00
Flooring - Tile - remove and replace 83 - 2" x 8" x 22" sleepers	2,434	B.F.	70.00/M	170.38

Exhibit 16.

[redacted] (Continued)

Item	Quantity	Unit	Rate	Amount
Flooring - Pits - remove and replace 1 x 4 T & G flooring	1,300	s.f.	$ .10	$ 130.00
Floor - Joists - remove and replace 2 x 10 joists	1,090	B.F.	70.00/M	76.30
Substructure - remove and replace 8" x 8" and 8" x 10" posts - 3" x 10" stringers, etc.	4,770	B.F.	90.00/M	431.10
Sidewalk - repair and patch at back corner - 24 s.f.	-	job	-	60.00
Plumbing - remove and replace 1 sink basins and 2 water closets	4	each	75.00	300.00
Paint - scrape old paint work and apply 3 coats lead and oil paint on all new and old wood work of the following: Interior and exterior -				
Shelves - Pairs - 2 sides 7.25 x 12.0 x 14 x 2	2,436	s.f.	.03	73.08
Shelves - 2 sides 4.0 x 12.0 x 1 x 2	96	s.f.	.03	2.88
4.7 x 8.0 x 7 x 2	532	s.f.	.03	15.96
4.7 x 8.0 x 10 x 2	760	s.f.	.04	30.40
Paint - 1 coat lead and oil, interior and exterior - Doors - Front entrance 56 x 14 x 2	1,568	s.f.	.01½	23.52
Door - rear - 3 coats interior and exterior - 4.5 x 10.3 x 2 7.25 x 6.5 x 2	187	s.f.	.03	5.61
Doors - side - 3 coats interior and exterior - 4 x 10 x 2 x 2 x 2	320	s.f.	.03	9.60
Office - Shop, ceiling - 1 coat	760	s.f.	.01½	11.40
Ceiling - Shop - 1 coat cold water paint	24,039	s.f.	3/4¢	150.29

Exhibit 16.

CABBAGE NO. 1 AND OFFICE - ~~BURNT~~ (Continued)

Item	Quantity	Unit	Unit	Amount
Paint (Cont'd.)				
Roof Step - interior - 1 coat cold water paint 45 x 5'	325	s.f.	$ .02	$ 6.50
Railway - 2 coats paint on plaster -				
Ceiling 5 x 42				
Walls 24 x 27 x 2	1,584	s.f.	.02½	39.60
Stairs and Handrails - 2 coats paint	380	s.f.	.02½	9.50
Floor - sand and two coats of paint	2,555	s.f.	.02	51.10
Office - second floor - 2 coats paint -				
Ceiling 42 x 65				
Walls 762 x 12	11,874	s.f.	.02½	296.85
Doors and Casements - 1 coat varnish				
762 x 3				
10 x 4 x 8 (doors)	2,606	s.f.	.02½	65.15
Fascia - 3 coats lead and oil - 470' - 1" x 6"	235	s.f.	.04	9.40
Skylights - 3 coats lead and oil				
5 x 11 .55 s.f.				
Flashing 32 s.f.	87	s.f.	.04	3.48
Steel - Columns - 2 coats lead and oil paint				
10 @ 48 s.f.	480			
10 @ 40 s.f.	400			
Lintels and Posts	702			
Girders	880			
	2,462	s.f.	.02½	66.55
Built - Windows				
14 frames	14	each	1.50	21.00
15 frames - 3 doors	21	each	1.00	21.00
Heating - new steam coils in pits in barn	1,223	s.f.	1.50	1,834.50
				$ 7,651.53
Administration and Supervision Expense 10%				765.15
TOTAL - CABBAGE NO. 1 AND OFFICE				$ 8,416.68

Exhibit 16.

~~EXHIBIT III~~
~~(continued)~~

GARAGE NO. 2

~~LOCATION~~:- South side of Main Street, Derby, Connecticut.

~~SIZE~~:- 42 feet fronting on Main Street by 131 feet deep.

~~DESCRIPTION~~:- One story - brick walls on masonry foundations with swinging wood doors in front and rear, steel truss, reinforced concrete slab roof, covered with composition roofing.

ESTIMATE OF ~~DEFERRED MAINTENANCE~~

AS OF ~~OCTOBER~~ 16, 1936

Item	Quantity	Unit	Unit	Amount
~~Brickwork~~ - point up	2,300	s.f.	$ .092	$ 202.40
~~Brickwork~~ - point up	500	s.f.	.092	46.00
~~Lighting~~ - 16 electric lights ~~and~~ 4 switches	20	each	8.00	160.00
~~Roof~~ - remove and replace 4 ply built up asphalt	7,242	s.f.	.07½	543.15
~~Gutters~~ - 6" Galv. Iron ~~remove and replace~~	262	l.f.	.40	104.80
~~Leader~~ - 4" Galv. Iron Corr. ~~remove and replace~~	160	l.f.	.41	65.60
~~Skylights~~ - replace 16 - 32" x 46" obscure wire glass lights	102	s.f.	.65	66.30
~~Repair~~ sills of skylights	-	job	-	60.00
~~Roofing~~ - point up tile	-	job	-	20.00
~~Downspout shoes~~ - 4" C.I. Pipe	40	l.f.	.73	29.20
~~Shelves~~ - remove and replace ~~each~~ of 19 - 6'6" x 10'2"	1,124	s.f.	.62	696.88

Exhibit 16.

GARAGE NO. 2 - BOSTON (Continued)

Item	Quantity	Unit	Rate	
Windows - Metal Sash - remove and replace 2 pair 2'-6"6" x 10'2"	8	Pair	$ 100.00	$
Doors - remove and replace 1 Metal Clad Door (3') 6'3" x 7'6" 1 Metal Clad Transom (3') 6'3" x 7'6"	54	s.f.	1.70	
Front Doors - remove and replace - 5 coats doors each leaf 12'8" x 17'9"	2,190	s.f.	.95	2,
Doors - Rear - remove and replace - 5 coats doors each leaf 12'8" x 17'9"	2,190	s.f.	.95	2,
Paint - 3 coats lead and oil				
Windows				
17 x 7.5 x 11 x 2	2,816			
8 x 7.5 x 11 x 2	1,320			
Doors				
1 x 4.5 x 8.5 x 2	76			
1 x 4.5 x 8.5 x 2	76			
Doors - Front				
5 x 13.7 x 18 x 2	2,466			
5 x 13.7 x 18 x 2	2,466			
	9,220	s.f.	.03	2
Caulk Windows	25	each	1.50	
Trusses - Steel - wire brush and 2 coats of paint 8 x 62 x 7/2	8	truss	-	
Purlins - Steel - wire brush and 2 coats paint 13 x 131 x 2	-	job	-	1
Ventilators - 4 - 18" diameter - 1 coat	60	s.f.	.01½	
Steel Columns and Lintels 2 coats paint				
3 x 17 x 8 = 408				
2 x 62 x 3 = 372	780	s.f.	.02½	1

Exhibit 16.

[redacted] No. 2 - BASE (Continued)

Item	Quantity	Unit	Rate	Amount
[redacted]dowt - Interior - [redacted]ed cold water paint				
[redacted]3 x 32 x 2	6,806			
[redacted]3 x 62 (deduct 880)	1,242			
	[redacted]	s.f.	3/4¢	$ 99.51
[redacted]ting - Coils in pits	980	s.f.	1.50	1,470.00
				99,114.74
Administration and Supervision Expense 10%				911.48
TOTAL - GARAGE NO. 2				$10,026.22

Exhibit 16.

SCHEDULE III
(continued)

WAREHOUSE NO. 1

LOCATION:- South side of Main Street, Derby, Connecticut.

SIZE:- 105 feet fronting on Main Street by 152 feet deep.

DESCRIPTION:- One story, concrete and steel frame, corrugated sheet steel covered walls and interior steel columns on concrete piers and timber piles, - roof steel and wood framed, with wood plank roof, covered with five ply slag roofing - entire front open for rolling steel doors.

ESTIMATE OF REQUIRED MAINTENANCE

AS OF NOVEMBER 16, 1936

Item	Quantity	Unit	Rate	Amt
Patch cracks, finish water table and replace 2 door sills	-	job	-	$ 75.
Leaders - 4" Corrugated Galv. Iron - remove and replace	42	l.f.	.41	17.
Roof - repair galv. iron slag stop strip	364	l.f.	.10	36.
Flashing - remove and replace 24 ga. galv. iron cap	48	l.f.	.35	16.
Corners - paint up concrete corners	-	job	-	30.
Coping - remove and replace 24 ga. galv. iron	210	l.f.	.35	73.
Patch slag built up roofing	200	s.f.	.07½	15.
Skylight - remove and replace Flashing 24 ga. Tenaza	144	l.f.	.35	50.
Built up roofing	216	s.f.	.07½	16.
Downspout concrete catch basins - repair	6	each	4.00	24.
Skylights - miscellaneous repairs - caulk and putty	8	each	10.00	80.

Exhibit 16.

[illegible] NO. 3 - B.REY (Continued)

Item	Quantity	Unit	Rate	Amount
Windows - replace sash of one window 4'5" x 2'10"	12	s.f.	$ .62	$ 7.44
Repair concrete of fire brick wall	-	job	-	5.00
Door - replace 3 - 3' x 8'3" x 1-3/4"	74	s.f.	.72	53.28
Transom-replace sash of 3 - 3' x 4'2"	37	s.f.	.62	22.94
Drains - clean out	3	each	5.00	15.00
Siding - remove and replace 48 sheets 24" x 10'0" - No ga. galv. iron corr. siding	800	s.f.	.23	184.00
Doors - Front - Steel Rolling replace 8 doors 16'0" x 12'6"	1,600	s.f.	2.00	3,200.00
Floor - Concrete - remove and replace 5" concrete floor slab	4,498	s.f.	.26	1,169.48
Paint -				
Siding - Corr. Galv. Iron exterior and interior				
105 x 16 x 2				
364 x 13 x 2	12,824	s.f.	.03	384.72
Flashing - 2 coats aluminum paint - 469 x 1.5	704	s.f.	.03	21.12
Coping - 2 coats aluminum paint - 210 x 5.5	1,155	s.f.	.03	34.65
Skylights - 2 coats lead and oil, 8 - 382 s.f.	3,056	s.f.	.02½	76.40
Windows - scrape and paint 3 coats - exterior and interior				
8 x 10.33 x 7.82 x 2	1,290			
3 x 10.33 x 4.17 x 2	260			
	1,550	s.f.	.04	62.00
Doors - Wood - 3 coats exterior and interior				
3 x 4.5 x 14.33 x 2	390	s.f.	.04	15.60

Exhibit 16.

GARAGE NO. 3 - ENTRY (Continued)

Item	Quantity	Unit	Rate	
Paint (Cont'd.)				
Doors - front - steel 2 coat exterior and interior				
200 x 17 x 2	3,400	s.f.	$ .01½	$
Steel Columns - front - and inside - 1 coat				
4 x 16 x 5	320			
4.5 x 320	450			
	770	s.f.	.01½	
Steel Framing - Siding clean and paint 2 coats aluminum paint	6,818	s.f.	.03	
Ceiling - one coat cold water paint				
Wood framing 17 x 304 x 3	5,304			
Ceiling 182 x 304	55,328			
	60,632	s.f.	3/4¢	
Glass - tapestry				
8 each, 36 - 10"x16" lights				
3 each, 10 - 10"x16" lights	342	each	.15	
Glass - replace				
36 lights 10 x 16	36	each	.28	
Sprinkler System - 1 coat paint				
364' - 3" Pipe	364			
1872' - 1½" Pipe	936			
	1,300	s.f.	.01½	
Caulking - base of corr. Galv. Iron shell at Outer Table	469	l.f.	.04	
				$ 6,234
Administration and Supervision Expense 10%				
TOTAL - GARAGE NO. 3				$ 6,858

Exhibit 16.

[redacted]

[redacted]

LOCATION:- Directly in rear of Cartons No. 1 and Office, Main Street, Derby, Connecticut.

USE:- Store House 31 feet by 54 feet and Trolley Express Building 27 feet by 54 feet. The two buildings abut on the 54 feet side.

DESCRIPTION:- Store House - one story, brick walls, steel frame roof with wood boards and composition roofing, wood and concrete floor.
Trolley Express Building - two story, brick walls, steel frame roof with wood boards and composition roofing, first floor concrete, second floor wood.

[redacted]

AS OF NOVEMBER 16, 1936

Item	Quantity	Unit	Rate	Amount
Brickwork - point up	2,500	s.f.	$ .092	$ 230.00
Coping - point up 136 l.f.	90	s.f.	.092	8.28
Roof - remove and replace 4 ply built up asphalt 16.25 x 54 x 2 Store House 15.7 x 54 x 2 Express Bldg.	3,451	s.f.	.07½	258.82
Flashing - remove and replace 24 ga. galv. iron flashing of both buildings 170 l.f. and 166 l.f.	336	l.f.	.35	117.60
Roof - Platform - remove and replace with rubberoid roofing	1,248	s.f.	.04½	56.16
Gutters - remove and replace galv. iron ornamental 108 l.f. - 8" x 8"	108	l.f.	.70	75.4
122 l.f. - 6" hanging	122	l.f.	.40	48.80

Exhibit 16.

Item	Quantity	Unit	Rate	Amount
Lockers - remove and replace 6" galv. corr. iron	125	l.f.	$ .41	$
Newspaper Stand - remove and replace 6" G.I.P.	15	l.f.	.73	
Condenser Heads - remove and replace galv. iron hoods	3	each	6.00	
Brickwork - repair brick arch around stone pier - Another wash	-	Job	-	
Platform - remove and replace 2" planking and substructure 43 - 2 x 12 - 12'0" 39 - 2 x 12 - 12'0" 22 - 12 x 12 - 12'0" 22 - 12 x 12 - 6'0" 22 - 6 x 6 - 8'0" 1 Roof Shedding	2,348	s.f.	.35	
Flooring - remove and replace 24 gau. galv. iron	2,322	s.f.	24.00/c	
Windows - D. H. sash repair sash, replace cords, hook, etc.	114	l.f.	.35	
Windows - remove and replace 11 D.H. sash 40" x 8'7"	1	each	3.00	
Doors - Sliding - move up	347	s.f.	.62	
Shutters - remove and replace 2 wood transom	3	each	3.00	
Install 1½" Pipe Handrail	2	each	1.00	
Door - metal clad - remove and replace door 6'-0" x 6'8"	12	l.f.	2.00	
Windows - remove and replace 8 D.H. sash 44" x 8'7"	27	s.f.	1.75	
	252	s.f.	.62	

Exhibit 16.

(Continued)

Item	Quantity	Unit	Rate	Amount
- remove and				
25	c.f.	£ .02	£	35.0
- remove and replace				
594	c.f.	.32		190.08
- Iron Siding -				
- remove and				
1,206	c.f.	.26		313.56
- Store Room				
and replace				
and weld Both				
184	c.y.	1.35		250.00
- Store Room				
and replace				
80	c.f.	.11		8.80
- Store Room - repair	-	j.o	-	15.00
- replace following				
removed				
about				
Both Buries	4	each	75.00	300.00
- size length and point				
Bolt and all				
Transom - Improve Hinge				
Transom - Store Room	-	Job	-	129.36
Shelves - 2 coats Bond				
all 7 x 12 c.f.	24	c.f.	.08½	1.60
Room - engage and 3 coats				
and oil, exterior and				
7 - 5 x 6.5 x 2				
1 - 5 x 10.0 x 2				
8 - 5 x 6.5 x 2				
2 - 4 x 5.0 x 2	2,355	c.f.	.04	86.20

Exhibit 16.

[redacted]

Item	[redacted]	Unit	Rate	[redacted]
Paint (Contra.)				
Caulk - window	38	each	$ 1.00	$ [redacted]
Skylights - 2 coats lead and oil 3 - 6' x 6'	108	s.f.	.02½	[redacted]
Glass - replace 3 lights 16" x 36" obscure wire glass	19	s.f.	.45	[redacted]
Flashing - 2 coats lead and oil	336	s.f.	.02½	[redacted]
Gutters and leaders - 2 coats lead and oil	345	s.f.	.02½	[redacted]
Flashings - 2 coats lead and oil Floor - 1848 s.f. Parts (11 x 12) 264 s.f.	2,452	s.f.	.02½	[redacted]
Roof - 1 coat solid vulcan paint	3,744	s.f.	3/4	[redacted]
Stairs - 1 coat lead and oil paint - underside and Soffits: 18 x 8 x 2 2 x 30 x 18 x 2 6 x 8 x 2 2 x 5 x 7.7	733	s.f.	.02½	[redacted]
Shutters - steel - 2 coats lead and oil	320	s.f.	.02½	[redacted]
Cover - Galv. Iron sliding 1 coat aluminum paint 12 x 15 x 2 54 x 19 x 2	2,412	s.f.	.02	[redacted]
Floor - 1 coat lead and oil 28 x 54 Store Room 29 x 54 Espresso Bldg. 29 x 54 Espresso Bldg.	4,212	s.f.	.01½	[redacted]

Exhibit 16.

[redacted] (Continued)

Item	Quantity	Unit	Rate	Amount
[redacted]				
[redacted]				
[redacted]				

Exhibit 16.

[redacted]

[redacted]

[redacted]

LOCATION:- South side of East Main Street at Naugatuck River, Waterbury, Connecticut.

SIZE:- 121 feet fronting on East Main Street by 47 feet deep.

DESCRIPTION:- Two story and basement. Brick and artificial stone walls on concrete foundations, reinforced concrete frame, floors and roof, with built up composition roofing.

[redacted]

AS OF NOVEMBER 24, 1936

Item	Quantity	Unit	Rate	Amount
Cast Stone Sills - point up	444	s.f.	$ .092	$ 42.49
Band Course - point up cast stone	336	s.f.	.092	30.91
Lintels - point up cast stone and steel	417	s.f.	.092	38.36
Railway - repair cement floor - 1/4" topping	148	s.f.	.09½	13.39
Roof - Coping - point up 47 stones	134	s.f.	.092	12.33
Roof - remove and replace with 4 ply built up asphalt roofing 119 x 45	5,355	s.f.	.07½	401.62
Cast Stone - Base Course point up 29%	383	s.f.	.092	35.24

Exhibit 16.

STEEL BUILDING - ERECTED (Continued)

Item	Quantity	Unit	Rate	Amount
Paint - 1 coat lead and oil exterior and interior:				
Windows				
22 x 7 x 7.5 x 2	2,310			
31 x 7 x 4 x 2	1,736			
5 x 2.7 x 7 x 2	189			
36 x 4 x 4 x 2	1,152			
11 x 4 x 5.5 x 2	484			
4 x 7 x 9 x 2	504			
Doors (exterior doors)				
6 x 9 x 2	108			
2 x 6 x 8 x 2	192			
1 x 6 x 8 x 2	96			
1 x 4½ x 9 x 2	81			
Transoms				
6 x 3.5 x 2	42			
2 x 6 x 5 x 2	120			
6 x 2.5	15			
	7,079	s.f.	$ .02½	$ 105.43
Caulk - windows	57	each	1.00	57.00
" - windows	52	each	.50	26.00
" - Doors	5	each	1.50	7.50
" - Transoms	4	each	1.00	4.00
Glass - replace				
4 lights 18" x 30"	4	each	.59	2.36
2 lights 24" x 30"	2	each	.90	1.80
First Floor - Interior 11'6" Ceiling - 1 coat lead and oil paint.				
Rest Room				
Ceiling 45 x 36	1,620			
Walls 2 x 45 x 11.5	1,035			
2 x 36 x 11.5	828			
Receiver Room				
Ceiling 10 x 15	150			
Walls 2 x 15 x 11.5	345			
2 x 10 x 11.5	230			
Men's Toilet				
Ceiling 5 x 15	75			
Walls 2 x 15 x 11.5	345			
2 x 5 x 11.5	115			

Exhibit 16.

MOTOR BUILDING - BATHURST (Continued)

Item	Quantity	Unit	Rate	A
Paint (Cont'd.)				
Entrance				
Ceiling 14 x 15	210			
Walls 2 x 15 x 11.5	345			
2 x 14 x 11.5	322			
Bus Drivers				
Ceiling 6 x 15	90			
Walls 2 x 15 x 11.5	345			
2 x 6 x 11.5	138			
Starters' Room				
Ceiling 10 x 15	150			
Walls 2 x 15 x 11.5	345			
2 x 10 x 11.5	230			
Car Foremen				
Ceiling 9.5 x 15	142			
Walls 2 x 15 x 11.5	345			
2 x 9.5 x 11.5	218			
Transfers				
Ceiling 10.5 x 15	158			
Walls 2 x 15 x 11.5	345			
2 x 10.5 x 11.5	316			
Instruction				
Ceiling 15 x 15	225			
Walls 4 x 11.5 x 15	690			
Corridors				
Ceiling 81 x 8.2	664			
Walls 2 x 81 x 11.5	1,863			
2 x 8.2 x 11.5	189			
Hall - Landings (2)				
Ceiling 18 x 8 x 2	288			
Walls 2 x 18 x 11.5 x 2	828			
2 x 8 x 11.5 x 2	368			
Men's Toilets (2)				
Ceilings 8 x 18 x 2	288			
Walls 2 x 18 x 11.5 x 2	828			
2 x 8 x 11.5 x 2	368			
Locker Room				
Ceiling 47.5 x 18	855			
Walls 2 x 47.5 x 11.5	1,092			
2 x 18 x 11.5	414			

Exhibit 16.

OFFICE BUILDING - REFERENCE (Continued)

Item	Quantity	Unit	Rate	Amount
Paint (Cont'd.)				
Doors (interior) Varnish				
10 x 4 x 8 x 2	640			
2 x 6 x 8 x 2	192			
1 x 3½ x 8 x 2	56			
Second Floor - 10'6" Ceiling				
Dispatcher's Office				
Ceiling 16.7 x 13	217			
Walls 2 x 16.7 x 10.5	351			
2 x 13 x 10.5	273			
Supt. Clerks				
Ceiling 16.7 x 13.5	225			
Walls 2 x 16.7 x 10.5	351			
2 x 13.5 x 10.5	284			
Superintendent's Office				
Ceiling 16.7 x 13.3	222			
Walls 2 x 16.7 x 10.5	351			
2 x 13.3 x 10.5	279			
Unassigned				
Ceiling 15.2 x 11.5	175			
Walls 2 x 15.2 x 10.5	319			
2 x 11.5 x 10.5	242			
Stair Well				
Ceiling 16.7 x 14	234			
Walls 2 x 16.7 x 10.5	351			
2 x 14 x 10.5	294			
Manager's Office				
Ceiling 15.2 x 10.7	163			
Walls 2 x 15.2 x 10.5	319			
2 x 10.7 x 10.5	225			
Manager's Clerks				
Ceiling 19 x 15.2	389			
Walls 2 x 19 x 10.5	399			
2 x 15.2 x 10.5	319			
Claims				
Ceiling 11.2 x 15.2	170			
Walls 2 x 11.2 x 10.5	235			
2 x 15.2 x 10.5	319			
Ceiling 10.7 x 15.2	163			
Walls 2 x 10.7 x 10.5	225			
2 x 15.2 x 10.5	319			

Exhibit 16.

OFFICE BUILDING - KAT RIVER (Continued)

Item		Quantity	Unit	Rate
Paint (Cont'd.)				
Corridor				
Ceiling	104 x 8.2	869		
Walls	2 x 104 x 10.5	2,226		
	2 x 8.2 x 10.5	172		
Dispatcher's				
Ceiling	12.2 x 13.2	161		
Walls	2 x 12.2 x 10.5	256		
	2 x 13.2 x 10.5	277		
Consulting				
Ceiling	13.2 x 14.8	195		
Walls	2 x 13.2 x 10.5	277		
	2 x 14.8 x 10.5	311		
Track				
Ceiling	11 x 18.5	204		
Walls	2 x 11 x 10.5	231		
	2 x 18.5 x 10.5	388		
Line				
Ceiling	10.8 x 18.5	200		
Walls	2 x 10.8 x 10.5	227		
	2 x 18.5 x 10.5	388		
Stair Wells (2)				
Ceiling	4 x 18.2 x 2	109		
Walls	2 x 4 x 10.5 x 2	168		
	2 x 13.2 x 10.5 x 2	764		
Toilets (2)				
Ceiling	8 x 13.2 x 2	218		
Walls	2 x 18.2 x 10.5 x 2	764		
	2 x 8 x 10.5 x 2	336		
Cashier				
Ceiling	13.2 x 18.2	240		
Walls	2 x 13.2 x 10.5	277		
	2 x 18.2 x 10.5	388		
Clerks				
Ceiling	17.5 x 18.2	318		
Walls	2 x 17.5 x 10.5	368		
	2 x 18.2 x 10.5	388		

Exhibit 16.

OFFICE BUILDING - WATERBURY (Continued)

Item	Quantity	Unit	Rate	Amount
Paint (Cont'd.)				
Vault				
Ceilings 9.5 x 18.2	173			
Walls 2 x 9.5 x 10.5	200			
2 x 18.2 x 10.5	388			
Information				
Ceilings 6.5 x 18.2	118			
2 x 6.5 x 10.5	136			
2 x 18.2 x 10.5	388			
Lost & Found				
Ceilings 8.8 x 18.2	160			
Walls 2 x 8.8 x 10.5	185			
2 x 18.2 x 10.5	388			
Doors (interior) varnish				
32 x 4 x 8 x 2	2,048			
2 x 3.5 x 8 x 2	112			
Base 1 x 7 First Floor Varnish	810			
Chair Rail 1 x 4 Varnish	540			
Base 1x7 Second Floor Varnish	1,080			
Chair Rail 1 x 4 Varnish	719			
	43,768	s.f.	$ .01½	$ 656.52
Windows - Puputty lights				
22 x 2 x 8 - 7" x 14"	352	each	.15	52.80
22 x 2 - 30" x 30"	44	"	.20	8.80
31 x 8 - 7" x 14"	248	"	.15	37.20
31 x 1 - 30" x 30"	31	"	.20	6.20
5 x 4 - 6" x 14"	20	"	.15	3.00
5 x 4 - 6" x 14"	20	"	.15	3.00
36 x 3 - 6" x 15"	108	"	.15	16.20
36 x 1 - 15" x 20"	36	"	.17	6.12
11 x 8 - 6" x 12"	88	"	.15	13.20
4 x 8 - 6" x 14"	32	"	.15	4.80
11 x 1 - 24" x 30"	11	"	.20	2.20
4 x 1 - 27" x 30"	4	"	.20	.80
4 x 2 x 6 - 6" x 14"	48	"	.15	7.20
4 x 2 - 21" x 30"	8	"	.20	1.60
				$ 1,598.18
Administration and Supervision Expense 10%				159.82
TOTAL - OFFICE BUILDING				$ 1,758.00

Exhibit 16.

EXHIBIT "A"
(continued)

MAIN CAR BARN

LOCATION:- West Main Street property at Naugatuck River, Waterbury, Connecticut.

SIZE:- 325 feet front by 348 feet with Boiler House 52 feet by 41 feet at southwest corner.

DESCRIPTION:- One story, brick walls on concrete foundations, with steel columns, trusses and purlins supporting gypsum slab roof, covered with built up composition roofing. Barn is divided into three equal width bays by full height fire walls.

ESTIMATE OF REPAIRS AND MAINTENANCE

AS OF NOVEMBER 16, 1936

Item	Quantity	Unit	Rate	Amount
Brickwork - point up	20	s.f.	$ .092	$ 1.84
Roof - remove and replace 4 ply built up asphalt roofing 6 x 35 x 366 (deduct 54 skylights 54 x 5 x 12) - 76,860 - 3,240	73,620	s.f.	.07½	5,521.50
Planking - remove and replace 3" planking of 3 pits 450 x 4.5	2,025	s.f.	.18	364.50
Replace 20 Pcs. 4" x 6" x 5'	200	B.F.	70.00/M	14.00
Doorway Sliding - Panel Replace 1 Bottom Rail 2" x 14" x 13' Patch 1 Bottom Rail 2" x 14" x 4' Supply and attach one steel plate Replace 1 Bottom Rail 2" x 14" x 12'	-	Job	-	15.00

Exhibit 16.

[redacted] (Continued)

Item	Quantity	Unit	Rate	Amount
Doors - Metal Clad - Fire replace 1 Door 2½" - 36" x 8'3" - Hardware Door has 8 lights 11x12 obscure wire glass	24	s.f.	$ 1.70	$ 40.80
Replace Metal Covered Moulding 1" - 1/4 round	34	l.f.	.15	5.10
Replace 2 sets Double Leaf Metal Clad Fire Doors - No Hardware - 2½" thick. Each leaf 3'0" x 8'3" (upper panel 1 light 11 x 12 obscure wire glass) 4 x 1 x 8.25	99	s.f.	1.70	168.30
Boiler House Stack - repairs to S. E. & L. Co. between Dec. 1936 - March 1937	-	job	-	125.00
Paint - 1 coat lead and oil Interior and exterior: Steel Sash				
34 - 10' x 10'3"	2,460			
2 - 10' x 6'6"	130			
7 - 10' x 5'0"	350			
7 - 5' x 3'6"	122			
12 - 6' x 10'3"	738			
8 - 4' x 10'3" B.H.	328			
Interior	4,128			
Exterior	4,128			
	8,256	s.f.	.01½	123.84
Doors - Transoms (Metal 1 coat: 5 - 5' x 15'6" x 2	1,276	s.f.	.01½	19.14
Doors - Steel - Front 1 coat: 3 - 63' x 10' x 2	6,048	s.f.	.01½	90.72
Skylights - 1 coat 34 - 5' x 12'	3,240	s.f.	.01½	48.60
Trusses - Steel - 1 coat 22 trusses per bay - 3 bays - span 67'0"	66	truss	-	831.60
Screen Ceiling - 1 coat cold water paint 2 x 35 x 366 x 3	76,860	s.f	3/4¢	576.45

Exhibit 16.

MAIN CAR BARN - SATURDAY (Continued)

Item	Quantity	Unit	Rate	Amount
Paint (Cont'd.)				
Walls - Brick - 1 coat cold water paint				
2 x 366 x 10 x 3	21,960			
2 x 67 x 10 x 3	4,020			
	25,980	s.f.	@ 3/4¢	@ 194.
Walls - Brick - 1 coat lead and oil paint				
2 x 366 x 6 x 3	13,176			
2 x 67 x 6 x 3	2,412			
	15,588	s.f.	.01¼	233.
Doors - Fire - 1 coat lead and oil paint				
6 x 7 x 8 x 2	672			
2 x 9 x 8 x 2	288			
	960	s.f.	.01¼	14.
Glass - replace - 20 lights 14 x 20 obscure wire glass	40	s.f.	.65	26.
Roof - Boiler House - remove and replace with 4 ply built up asphalt roofing 37'10" x 49' (deduct skylight 4' x 34')	1,716	s.f.	.07½	128.
Paint				
Walls - interior - 1 coat cold water paint				
2 x 37.8 x 23	1,739			
2 x 49.0 x 23	2,254			
Ceiling -				
37.8 x 49.0 x 2	3,704			
	7,697	s.f.	3/4¢	57.
Skylight - 1 coat lead and oil paint				
2 x 3 x 34	204	s.f.	.01¼	2.
				$ 8,404.
Administration and Supervision Expense 10%				840.
TOTAL - MAIN CAR BARN				$ 9,245.

Exhibit 16.

EXHIBIT AV
(continued)

PAINT SHOP

LOCATION:- West Main Street property at Naugatuck River, Waterbury, Connecticut.

SIZE:- 50 feet front by 240 feet.

DESCRIPTION:- Brick walls, steel trusses, wood plank roof with composition roofing - concrete floor and steel sash.

ESTIMATE OF DEFERRED MAINTENANCE

AS OF NOVEMBER 16, 1936

Item	Quantity	Unit	Rate	Amount
Foundation - point up @ l.f. cracks	60	s.f.	$ .092	$ 5.52
Stone Sills - point up 2 x 10'	280	s.f.	.092	25.76
Doors - repair 8 wood doors	8	each	10.00	80.00
Brickwork - point up 10% exterior walls area 1 x 240 x 2	240	s.f.	.092	22.08
Stone on north end of building - patch	-	job	-	25.00
Set out brick under 4 trusses to relieve buckling of trusses	4	each	2.35	9.40
Flashing - Monitor - remove and replace 16 oz. copper	30	l.f.	1.00	30.00
Roof - remove and replace 4 ply built up asphalt roofing 27 x 240 x 2	12,960	s.f.	.07½	972.00
Repairs to hose houses and toilets by C. A. & L. Co. Nov. 1936 - March 1937		job	-	14.60

Exhibit 26.

PAINT SHOP - 447 SERIES (continued)

Item	Quantity	Unit	Rate	Amount
Paint - Steel Deck - 1 coat lead and oil paint 28 - 10 x 10 x 2	5,600	s.f.	$ .01½	$ 84.00
Caulk - bottom rails of steel sash 28 x 10'	280	l.f.	.01	2.80
Glass - replace 28 lights 14" x 30" obscure wire glass	54	s.f.	.65	35.10
Glass - monitors - replace 3 lights 20" x 60" obscur wire glass	25	s.f.	.65	16.25
Doors - 1 coat lead and oil paint - interior and exterior 2 - 20 x 24 x 2	1,120	s.f.	.01½	16.80
Walls - Brick - 1 coat lead and oil paint 2 x 25 x 6 x 2 2 x 87.5 x 6 x 2	2,700	s.f.	.01½	40.50
Walls - Brick - 1 coat cold water paint 2 x 25 x 10 x 2 2 x 87.5 x 10 x 2	4,500	s.f.	3/4¢	33.75
				$ 1,413.90
Administration and Supervision Expense 10%				140.35
TOTAL - PAINT SHOP				$ 1,554.25

Exhibit 16.

EXHIBIT XV
(continued)

REPAIR SHOP

LOCATION:- West Main Street property at Housatonic River, Waterbury, Connecticut.

SIZE:- 101 feet across front, made up of three bays, center bay 47 feet wide by 350 feet long, west bay 27 feet wide by 350 feet long, east bay 27 feet wide by 270 feet long. Sand house 20 feet by 45 feet abuts on north east corner.

DESCRIPTION:- Brick walls, steel roof trusses, beams and purline, concrete slab roof and built up slag roofing.

ESTIMATE OF DEFERRED MAINTENANCE

AS OF NOVEMBER 16, 1936

Item	Quantity	Unit	Rate	Amount
Stalwart - paint up	3,200	s.f.	$ .092	$ 294.40
Flashing - caulk top of all roof 4 x 350	1,400	s.f.	.092	128.80
Step steps 1" (Sand House)	-	job	-	50.00
Replace 2 wood sand posts (Sand House)	-	job	-	40.00
Stucco - patch stucco on brick	14	s.y.	1.50	21.00
Brick - patch up	40	s.f.	.092	3.68
Doors - replace 3 sets double doors 5'0" x 9'3" (solid bottom panel - glass upper panel)	139	s.f.	.72	100.08
Doors - repair stiles, rails of 4 additional pairs	4	pair	12.50	50.00

Exhibit 16.

REPAIR SHOP - BASEMENT (Continued)

Item	Quantity	Unit	Rate	Amount
Doors - Wood - remove and replace 6 front doors 5'9" x 14'0" (4" thick) - no hardware required	483	s.ft.	$ .95	$ 458.85
Floor - Concrete - remove and replace 4"	80	s.f.	.23	18.40
Floor - Wood - remove and replace 1 x 2 T. & G. flooring	20	s.f.	.17	3.40
Doors - Steel Rolling - remove and replace 45 L.F. 1-1/2 x 2 angle 32 L.F. 2 x 2-1/2 angle	240	Lb.	.08	19.20
Plumbing - remove and replace 1 urinal and 1 water closet	2	each	75.00	150.00
Windows - remove and replace frames and sash of 29 twin-pivoted wood sash 29 x 3 x 3 x 2	522	s.f.	1.16	605.52
Paint - Scrape and 3 coats lead and oil - exterior and interior: Windows - Monitor 39 - 4.3 x 8 x 2	2,700	s.f.	.04	108.00
Windows - Monitor - 2 coats lead and oil exterior and interior 29 - 4.3 x 8 x 2	2,000	s.f.	.03	60.00
Caulk - windows	68	each	1.00	68.00
" - windows	58	each	1.00	58.00
" - windows	68	each	1.00	68.00
Glass - replace 8 lights 22"x24" obscure 27 " 14"x16"	90	s.f.	.65	58.50
	27	each	.30	8.10
Windows - 3 coats lead and oil, exterior and interior 68 x 4.5 x 6 x 2	3,670	s.f.	.04	146.80
58 x 6.5 x 7 x 2	2,958	s.f.	.04	118.32
Reputty 68 windows 12 lights	816	each	.15	122.40
58 windows 16 lights	928	each	.15	139.20

Exhibit 16.

MILL SHOP - WATERBURY (Continued)

Item	Quantity	Unit	Rate	Amount
Paint (cont'd)				
Doors - Wood - lead and oil, exterior and interior				
4x6x10.25x2 - 3 coats	492	s.f.	$ .04	$ 19.68
3x6x10.25x2 - 2 coats	369	s.f.	.03	11.07
Doors - Wood - Front 6x6.75x15x2 - 2 coats	608	s.f.	.03	18.24
Doors - Steel Rolling - sweep and paint 2 coats exterior and interior 3 x 16 x 17 x 2	1,632	s.f.	.02-1/2	40.80
Pipe - Fire - 1 coat 1 x 8 x 13				
1 x 6 x 15	194	s.f.	.01-1/2	2.91
Piping - Steam - 1 coat 5,000 l.f. - 1-1/2"	1,670	s.f.	.01-1/2	25.05
Brick Walls - 1 coat lead and oil				
2 x 150 x 6				
2 x 27 x 6	4,524	s.f.	.01-1/2	67.86
Ceiling - 1 coat cold water paint				
150 x 27 -	9,450	s.f.	3/4¢	70.88
2 x 150 x 7)				
2 x 27 x 7)	5,278	s.f.	3/4¢	39.58
Carp. Shop (Dividing Walls) 1 coat lead and oil				
27 x 2 x 6	324			
Room (walls)				
150 x 2 x 6	4,200			
47 x 6 x 2	564			
Store Room (walls)				
270 x 6 x 2	3,240			
27 x 6 x 2	324			
	8,652	s.f.	.01-1/2	129.78
Carp. Shop - 1 coat cold water paint				
27 x 2 x 7	378			

Exhibit 16

REPAIR SHOP - REFINERY (Continued)

Item	Quantity	Unit	Rate	Amount
Paint (cont'd)				
Room				
Ceiling 352 x 47	16,488			
Walls 352 x 18 x 2	12,672			
47 x 18 x 2	1,692			
Store Room				
Ceiling 270 x 27	7,290			
Walls 270 x 7 x 2	3,780			
27 x 7 x 2	378			
	42,300	s.f.	$ 1/4¢	$ 105.
Trusses - Roof - 1 coat lead and oil				
31 trusses & monitors	31	truss	-	30.
Roof - Store Room - 1 coat lead and oil				
33 - 15" I's 27' x 4-1/2'	4,440			
3 - 6" I's 1052' x 3-1/2'				
3 - 8" I's 810' x 3-1/2'	11,250			
	20,190	s.f.	.02-1/2	35.
Repairs to doors and windows by C. R. & L. Co. Nov. 1936 - March 1937	-	Job	-	5.
				$ 4,305.
Administration and Supervision Expense 10%				430.
TOTAL - REPAIR SHOP				$ 4,735.

Exhibit 16.

EXHIBIT IV
(continued)

EXPENSE ESTIMATE

LOCATION:- South end of West Main Street property at Naugatuck River, Waterbury, Conn.

SIZE:- 50 feet wide by 247 feet long.

DESCRIPTION:- Wood frame on concrete walls and footings, roof sheet metal tile on wood rafters, sides sliding wood doors, floors concrete. Section 21 feet long on north end stucco on wood frame with composition slag roofing on boards.

ESTIMATE OF DEFERRED MAINTENANCE

AS OF NOVEMBER 16, 1936

Item	Quantity	Unit		Rate		Amount
Foundation - patch up cracks	815	s.f.	$	.92	$	75.00
Doors - repair catches, locks of 15 doors	15	each		1.00		15.00
Gutters - remove and replace 6" Galv. Iron hanging	339	l.f.		.40		135.60
Leaders - remove and replace 4" Corr. Galv. Iron	192	l.f.		.41		78.72
Eave Apron - 24" Galv. Iron Corr. - remove and replace	550	s.f.		.23		126.50
Cornice boards - Wood - remove and replace 1 x 3	24	l.f.		.10		2.40
Doors - Ind. Sliding - Wood repair and adjust		job		-		25.00
Walls - Rubble - point up	220	s.f.		.092		20.24
Doors - Sliding - Wood Bottom - remove and replace 14 doors 10'6" x 8'10" (2")	1,190	s.f.		.52		470.80

EXPRESS BUILDING - WATERBURY (Continued)

Item	Quantity	Unit	Rate	Amount
Platform - Express Room remove and replace	67	l.f.	$ -	$ 160.3
Platform - Storage Room remove and replace	125	l.f.	-	153.00
Windows - D. H. Sa[illegible], remove and replace 1 - 3 x 6'	18	s.f.	.62	11.16
Platform - remove and replace 6" x 6"	225	l.f.	-	57.85
Paint - scrape - 3 coats lead and oil, exterior and interior.				
Windows				
9 x 4 x 8 x 2	576			
Doors				
32 x 12 x 2 x 2	1,536			
125 x 10 x 2 x 2	5,000			
Building Ends				
50 x 10 x 2	1,000			
50 x 2 x 2	200			
49 x 11 x 1	539			
Posts - Express				
13 x 0.5 x 0.5 x 10	260			
	9,111	s.f.	.04	364.44
Doors (2 coats)				
69 x 10 x 2 x 2	2,760	s.f.	.02-1/2	69.00
Glass - replace				
9 lights 10" x 14"	9	each	.28	2.52
1 light 21" x 49" obsc.wire	10	s.f.	.65	6.50
Office - 1 coat lead and oil				
21 x 10 x 2 x 2	840			
Skylights				
12 x 5 x 6	360			
4 x 6 x 8	192			
	1,392	s.f.	.01-1/2	20.88
Roof - 2 coats Bitumastic				
Office 26.9 x 21 x 2	1,130			
Express 27.3 x 69 x 2	3,767			
Shop 27.3 x 27 x 2	1,474			
Storage 25.1 x 125 x 2	6,272			
	12,646	s.f.	.03-1/2	442.61

Exhibit 16.

EXPRESS BUILDING - WATERBURY (Continued)

Item	Quantity	Unit	Rate	Amount
Paint (Cont'd)				
Eaves - Apron - Corr. Iron Galv. - 2 coats	550	s.f.	$ .02-1/2	$ 13.75
Office - interior - 3 coat lead and oil				
Ceiling 21 x 49	1,029			
Walls 264 x 10	2,640			
Fire Walls 2 x 50 x 10 x 2	2,000			
	5,669	s.f.	.01-1/2	85.04
Trusses - 1 coat cold water paint				
8 x 50 x 11	4,400			
Sheeting				
27.3 x 69 x 2 x 2	7,536			
Trusses - Shop				
2 x 50 x 11	1,100			
Sheeting				
27.3 x 32 x 2 x 2	3,494			
Storage Room - Sheeting				
25.1 x 125 x 2 x 3	18,825			
	35,355	s.f.	3/4¢	265.16
				$ 2,801.51
Administration and Supervision Expense 10%				280.15
TOTAL - EXPRESS BUILDING				$ 3,081.66

SUMMARY - WATERBURY

Office Building	$ 1,758.00
Main Car Barn	9,465.45
Paint Shop	1,554.91
Repair Shop	4,737.07
Express Building	3,081.66
TOTAL - WATERBURY	$20,597.09

Exhibit 16.

EXHIBIT "A"

[redacted]

[redacted]

CARBARN AND GARAGE

LOCATION:- Chestnut Street and Corbin Place, New Britain, Conn.

SIZE:- Five buildings abutting on one or more sides, forming an irregular "L" shaped group, about 250 feet on Chestnut Street and 160 feet on Corbin Place.

Carbarn	-	94' x 138'
Garage	-	138' x 36' with
Wing	-	49' x 45'
Line Depts.	-	30' x 45'
Boiler Room	-	30' x 45'
Sand House	-	28' x 30'

DESCRIPTION:- All buildings one story, with brick walls on rubble masonry foundations. All, except Boiler Room, wood roof trusses and framing, wood roof boards and tar paper roofing. Boiler Room, steel roof trusses, wood roof boards and slate roofing.

[redacted]

AS OF [redacted]

Item	Quantity	Unit	Rate	Amount
Foundation - point up rubble wall 470 s.f. and flagstone water table of 30 s.f.	500	s.f.	$ .092	$ 46.00
Brickwork - point up	7,600	s.f.	.092	699.20
Brickwork and Brick Columns - point up	8	s.f.	3.00	24.00

Exhibit 16.

BARNS AND GARAGE - Mrs BRITAIN (Continued)

Item	Quantity	Unit	Rate	Amount
Roofs - all buildings - remove existing roofing and replace with 4-ply built up Asphalt roofing -				
Bar Barn				
132.5 x 93	12,322			
Mens Building				
25.5 x 33.8 x 2	1,724			
Boiler Room				
25.7 x 30 x 2				
less 32 s.f.	2,538			
Garage				
180 x 29 x 2				
less 4 x 10 x 11	8,260			
54.25 x 29 x 2	3,146			
Seed House				
34 x 27	918			
	28,908	s.f.	$ .07½	$ 2,168.10
Bar Barn				
Serr. Galv. Iron - remove and replace 24 ga. 8" x 93"	744	s.f.	.23	171.12
Gutter - remove and replace 6" Galv. Iron Hanging	100	l.f.	.40	40.00
Skylights - remove and replace 2 - 5' x 5' - 3 light 20" x 60" dem. wire glass flat type	30	s.f.	2.22	111.00
Flashing - remove and replace Galv. Iron 2 x 20	40	l.f.	.35	14.00
Skylights - remove and replace 7 canopies	7	each	13.90	97.30
Skylights - repairs to flashing and Galv. Iron sashes of seven	7	each	10.00	70.00
Glass - replace 9 lights 14" x 60" obsc. wire glass	54	s.f.	.65	35.10
Louvers - remove and replace 6" Serr. Galv. Iron	90	l.f.	.41	36.90

Exhibit 16.

4. BARNS AND GARAGE - NEW BRITAIN (Continued)

Item	Quantity	Unit	Rate	Amount
Cow Barn (Continued)				
Flashing - remove and replace Galv. Iron - Jct. Cow Barn and Heating Plant 21 x 2; Jct. Cow Barn and Garage 54.3 x 2	155	l.f.	$ .35	$ 54.25
Sheeting - Gable End - remove and replace 1 x 8 and 3 x 8	186	B.F.	70.00/M	13.02
Doors - Rear - remove and replace 8 doors 5' x 16'6"	660	s.f.	.95	627.00
Replace Jamb	70	B.F.	70.00/M	4.90
Windows - remove and replace 3 frames 48" x 113"	188	s.f.	.70	131.60
Windows - remove and replace 13 pair D.H. Sash 45" x 102"	414	s.f.	.62	256.68
Door- Sliding - Batten remove and replace 7'2" x 9'9"	70	s.f.	.52	36.40
Door - remove and replace door - solid bottom panel, 2 light upper panel 3' x 7'8"	23	s.f.	.82	16.93
Sill - Concrete - remove and replace 4"	1	s.f.	.23	.23
Fascia - remove and replace 1 x 6 - 95 l.f.	95	l.f.	.16	15.20
Doors - Front - remove and replace 6 doors 10'2" x 15' (3")	915	s.f.	.95	869.25
Jambs - remove and replace 5 - 12" x 12" x 17'0"	1,020			
1 - 12" x 12" x 44'0"	528			
Plus 10%	155			
	1,702	B.F.	90.00/M	153.18
Brick Sills - remove and replace 84 s.f. of 13" wall	1,764	M	65.86/M	116.16
Floor - remove and replace 3" plank flooring	10,805	s.f.	.18	1,944.90

Exhibit 16.

HOUSE AND GARAGE - NEW BRITAIN (Continued)

Item	Quantity	Unit	Rate	Amount
Car Barn (Continued)				
Substructure - remove and replace	5,130	B.F.	$ 90.00/M	$ 461.70
Roof - Front (Elevated Part) remove and replace				
1" T. & G. 25 x 94	2,350	s.f.	.10	235.00
2" x 6" - 48 - 25"	1,200	B.F.	70.00/M	84.00
Roof - Main Bldg. - remove 3" sound boards and replace with 3" T. & G.	1,000	s.f.	.27	270.00
Sidewalk - remove and replace 4" walk - concrete 6' x 132'	792	s.f.	.23	182.16
Curbing - remove and replace 6" curb - concrete	132	l.f.	1.29	170.28
Paint				
Doors - Rear - 2 coats lead and oil - exterior and interior				
8 x 6 x 17.5 x 2	1,680	s.f.	.03	50.40
Door - Rear - 2 coats				
8 x 11 x 2	176	s.f.	.03	5.28
Sheeting (over door) 2 coats				
2 x 44 x 2	176	s.f.	.03	5.28
Door - Side - 3 coats				
4 x 9 x 2	72			
Doors - Front				
11 x 16 x 9 x 2	3,170			
Main				
95 x 1	95			
Windows				
9 x 5 x 10.5 x 2	945			
	4,282	s.f.	.01	171.28
Windows - 2 coats				
5 x 5 x 10.5 x 2	525	s.f.	.03	15.75
Skylights - 2 coats				
2 x 40 s.f.	80	s.f.	.03	2.40
Columns - Wood - 1 coat lead and oil				
3 x 18 x 40	2,160	s.f.	.01½	32.40
Trusses - 1 coat lead and oil	2	each	63.60	127.20

Exhibit 16.

[illegible] AND RADIO - [illegible] BRITAIN (Continued)

Item	Quantity	Unit	Rate	Amount
Ist Floor (Continued)				
Paint (Cont'd.)				
Brick walls - 1 coat cold water paint				
2 x 107.5 x 18	3,870			
Ceiling - wood				
132.5 x 93 x 3	37,000			
	40,870	s.f.	@ 3/4c	$ 306.52
Work by C. P. & L. Co. between Nov. 1934 and March 1935.				
Rearranging power supply account of demolition of Empress Building	-	Job	-	147.50
Removing Steel Platform outside of Office and Garage shop	-	Job	-	43.00
Bricking up Basement windows of Garage	-	Job	-	40.00
Roofing				
Skylights - remove and replace 4" skylights 4 x 10 x 11 obsc. wire glass	440	s.f.	2.22	976.80
Flashing - remove and replace 24 ga. Galv. Iron 42 x 4 x 2	336	l.f.	.35	117.60
Skylights - remove and replace - obscure wire glass				
3 - 6 lights 24" x 55"	110			
3 - 5 lights 18" x 40"	116			
1 - 3 lights 15" x 45"	18			
	244	s.f.	2.22	541.68
Flashing - remove and replace 24 ga. Galv. Iron (connections to adjoining buildings				
2 x 58 x 2	232	l.f.	.35	81.20
3 x 25 x 2				
3 x 25.5 x 2				
1 x 17 x 2	337	l.f.	.35	117.95

Exhibit 16.

ARMOUR AND BAHADA - NEW BRITAIN (Continued)

Item	Quantity	Unit	Rate	Amount
Garage (Continued)				
Gutter - remove and replace 5" Galv. Iron Hanging	167	l.f.	$ .40	$ 66.80
Rope Holding - remove and replace 6" Galv. Iron Ornamental	200	l.f.	.60	120.00
Remove old distribution lines on roof of Garage	-	job	-	75.00
Replace 315 s.f. of 3" T. & G. roofing under distribution lines	315	s.f.	.27	85.05
Cut down old machine foundation 8"	600	s.f.	.05	30.00
Doors - Sliding - remove and replace 3 doors 12' x 12' (Ribbon)	432	s.f.	.52	224.64
Roofing - wood (over door) remove and replace 1 x 6	55	s.f.	.16	8.80
Windows - remove and replace 13 pair D. H. Sash 3' x 9' 9 lights 10 x 16	351	s.f.	.62	217.62
Windows - remove and replace 6 frames 6'6" x 9'8"	378	s.f.	.70	264.60
Stairs - wood - remove and replace	-	job	-	12.57
Step - remove and replace topping - 4" concrete	30	s.f.	.23	6.90
Floor - Basement - 6" concrete eliminate oil drains, clean, etc.	-	job	-	800.00
Miscellaneous Repairs to structure	-	job	-	300.00
Roof - Brace Sheeting around old stack opening	-	job	-	6.97
Floor - remove and replace 3" plank flooring	7,445	s.f.	.18	1,340.10

Exhibit 16.

CARPENTRY AND GLAZING - NEW BUILDING (Continued)

Item	Quantities	Unit	Rate	Amount
Exterior (Continued)				
Plumbing - replace one water closet	1	each	$ 75.00	$ 75.00
Corr. Galv. Iron sheeting remove and replace 24 gau.	300	s.f.	.23	69.00
Roof - remove and replace 3" splined sheeting with 3" T. & G.	1,185	s.f.	.27	319.95
Paint				
Windows - 2 coats lead and oil				
7.5 x 10.5 x 6 x 2	945	s.f.	.03	28.35
Windows - 3 coats				
7.5 x 10.5 x 6 x 2	945	s.f.	.04	37.80
Doors - 3 coats				
1 x 17.5 x 13 x 2				
1 x 13 x 13 x 2	893	s.f.	.04	35.72
Doors - 2 coats				
3 x 13 x 13 x 6	1,014	s.f.	.03	30.42
Moulding - 2 coats	200	s.f.	.03	6.00
Sheeting - 2 coats	110	s.f.	.03	3.30
Roof - 1 coat cold water				
14 x 56 x 7	5,550			
6 x 45 x 7	1,890			
Ceiling				
150 x 29 x 2	8,700			
54.25 x 29 x 2	3,149			
Walls				
150 x 17 x 2	5,100			
54.25 x 17 x 2	1,840			
45 x 17 x 2	1,530			
45 x 7	315			
Basement				
66 x 6½ x 2	860			
Walls				
150 x 6½ x 2	1,950			
Ceiling				
66 x 150 x 3	2,970			
	33,795	s.f.	3/4¢	253.46

Exhibit 16.

HOUSE AND GARAGE - NEW BRITAIN (Continued)

Item	Quantity	Unit	Rate	Amount
New Basement				
Gable - remove and replace 1" x 8" shed	415	l.f.	$ .15½	$ 67.42
Gutter - remove and replace 6" Galv. Iron Hanging	45	l.f.	.40	18.00
Leader - remove and replace 4" Corr. Galv. Iron	20	l.f.	.41	8.20
Corr. Galv. Iron - remove and replace 24 gge. (2 x 5½ x 24)	264	s.f.	.23	60.72
Window - Fixed - remove and replace: 1 - 54" x 46" - 9 light 3 - 53" x 27" - 12 light	48	s.f.	.46	22.08
Entrance - remove and replace 3 frames 53" x 27"	30	s.f.	.70	21.00
Floor - Concrete 4" - remove and replace 45' x 34'	1,530	s.f.	.23	351.90
Roof - remove and replace 1" T. & G. sheeting	175	s.f.	.10	17.50
Paint				
Windows - 2 coats lead and oil, exterior and interior:				
1 - 54" x 46" x 2	35			
3 - 53" x 27" x 2	28			
3 - 57" x 60" x 2	150			
Panels	415			
	628	s.f.	.03	19.44
Roof - 1 coat cold water 2 x 25.5 x 33.8 x 2	3,448			
Walls				
45 x 17 x 2	1,530			
34 x 17 x 2	1,156			
34 x 12	408			
	3,342	s.f.	3/4¢	49.06

Exhibit 16.

GARAGE AND SHOPS - NEW BRITAIN (Continued)

Item	Quantity	Unit	Rate	Amount
Boiler Room				
Corr. Galv. Iron (Monitor) remove and replace 24 ga.	592	s.f.	$ .23	$ 136.16
Gutter - Galv. Iron 6" hanging remove and replace	100	l.f.	.40	40.00
Louder - remove existing 3 x 4 Galv. Iron, replace with 4" Corr. Galv. Iron	80	l.f.	.41	3.28
Door - remove and replace Frame and door 6'0" x 8'7" door (Batten)	52	s.f.	.52	27.04
Frame 2 x 10 - 24 l.f.	40	B.F.	70.00/M	2.80
Windows - remove and replace 2 pair D.H. Sash 4'7" x 5'0" 12 lights 10 x 13	64	s.f.	.62	39.68
Windows - remove and replace 3 pair D.H. Sash 6' x 7'8" 9 light - 10 x 16	139	s.f.	.62	86.18
Door - Batten - remove and replace 10'8" x 13'0"	139	s.f.	.52	72.28
Jamb - remove and replace 2 pieces 4" x 8" - 13'0"	70	B.F.	70.00/M	4.90
Roof - remove and replace 2" T. & G. sheeting	257	s.f.	.24	61.68
Floor - remove and replace 4" concrete floor 40' x 45' less 820 s.f.	2,030	s.f.	.23	466.90
Paint				
Door - Wood - 2 coats exterior and interior 11.7 x 14 x 2	328	s.f.	.03	9.84
Door - 3 coats - exterior and interior 7 x 9.5 x 2	133			
Windows 5 x 5 x 9 x 2	450			
3 x 7 x 9.5 x 2	399			
	983	s.f.	.04	39.32

Exhibit 16.

[illegible] AND GARAGE - [illegible] (Continued)

Item	Quantity	Unit	Rate	Amount
[illegible] Room (Continued)				
[illegible] (Cont'd.)				
[illegible] - Steel - [illegible]				
[illegible] - 45° span	5	each	£ 18.60	£ 93.00
[illegible] walls - 1 coat				
[illegible] water paint				
1 x 50 x 32.5	3,250			
1 x 50 x 32.5	3,250			
45 x 12.5	562			
[illegible] Sheeting				
50 x 45	2,250			
	9,312	s.f.	1/6d	69.84
[illegible] House				
[illegible] - remove existing				
[illegible] and replace with				
[illegible] concrete 32' x 24'	832	s.f.	.23	191.36
[illegible] - remove and				
[illegible] 24 gn. Galv. Iron	56	l.f.	.35	19.60
[illegible] - point up	1,008	s.f.	.092	92.74
[illegible] - replace 108 s.f.				
[illegible] brick wall	205	M	65.86	135.01
[illegible] - remove and replace				
[illegible] sheeting	190	s.f.	.10	19.00
[illegible] - remove and replace				
[illegible] 3" x 10" - 28' rafters	140	L.F.	70.00/M	9.80
[illegible] Ex - remove and				
[illegible]	-	job	-	33.28
[illegible] - remove and				
[illegible] 2 sets stairs	2	each	6.92	13.84
[illegible] - remove and replace				
[illegible] (panel) 3'0" x 7'0"				
Doors	42	s.f.	.72	30.24
Frames	42	s.f.	.31	13.02

Exhibit 16

GARAGES AND GARAGE - NEW BRITAIN (Continued)

Item	Quantity	Unit	Unit	Amount
Roof Repairs (Continued)				
Windows - remove and replace frame and sash 42" x 52" 25 light Sq x 20	19	s.f.	$ 1.16	$ 22.
Paint - 2 coats lead and oil - exterior and interior				
Doors 2 x 4 x 8 x 2	128			
Windows 5 x 6 x 2	60			
	188	s.f.	.03	5.
Brick walls - 1 coat cold water paint				
34 x 10 x 2	680			
27.5 x 10 x 2	550			
34 x 27.5 x 3	2,805			
	4,035	s.f.	1/4¢	10.
Heating				
Carburs				
Pipe Coils	880	s.f.	1.50	1,320.
Unit Heaters for 265,000 B.T.U.	-	job	-	800.
Power wiring	-	job	-	30.
Garage				
Unit Heaters for 375,000 B.T.U.	-	job	-	1,200.
Power wiring	-	job	-	40.
Line Department				
Pipe Coils	92	s.f.	1.50	138.
				$ 22,314.
Administration and Supervision Expense 10%				2,231.
TOTAL - NEW BRITAIN				$ 24,545.

Exhibit 17 3583

REPORT

CONNECTICUT RAILWAY & LIGHTING COMPANY

DEFERRED MAINTENANCE ON OVERHEAD TROLLEY SYSTEM

As of November 16, 1936

UNITED ENGINEERS & CONSTRUCTORS INC.

May 5, 1937

May 5, 1937 3584

Connecticut Railway & Lighting Company
Bridgeport
Connecticut

Attention Mr. Walter Carr, Vice President

Gentlemen:

You have requested us to make a survey of your Company's overhead trolley system, exclusive of the feeders and fixtures, in active use on November 16, 1936, for the purpose of determining the extent of the deferred maintenance that had accrued in connection with these assets as of that date. 3585

In making our estimate of deferred maintenance, we made a quick examination and study of the physical characteristics of your system, the present age of the property in service, its adequacy for probable future utilization, and developed an estimate of the amounts of depreciation that would have been suffered as of November 16, 1936, even if proper maintenance and repairs had been made up to that date. As a result of this study it was our judgment that proper and reasonable expenditures for maintenance and repairs, insuring the retirement of your overhead

trolley system at the end of its normal useful life, would have resulted in a depreciated value of approximately 50% of its property value new, as of November 16, 1936.

The present physical condition of the property was determined by actual inspection, together with a study of the records of maintenance work performed and a comparison of such expenditures with the recommendations contained in the approved annual inspection reports of the Connecticut Company, former lessee of the property. These latter reports for the most part included only maintenance recommendations made necessary by obligations to joint owners of facilities or unusually poor conditions existing on wholly owned property. The properties inspected were those now in place in the official districts of Bridgeport, Derby, Waterbury and New Britain.

In general, it was found that the overhead trolley structure, with the exception of the Naugatuck Valley and the New Britain-Newington lines, had been properly maintained. Contributing to this condition is the fact that at least 60% of all the poles involved in the overhead structures are in joint use with the electric power and telephone companies and the maintenance is subject to their requirements, which are of a very high order. With few exceptions, all of the materials used in maintenance and rehabilitation were of excellent quality and the installation and maintenance work well done resulting, particularly on the contact wire, in a minimum amount of wear. This was further supported by examination of the material removed from abandoned routes. Our inspection also disclosed that substantially all of the recommendations for replacement in the approved annual inspection reports of the Connecticut Company had been accepted and adopted.

Exhibit 17.

In determining the prices for labor and material used in the compilation of our estimates, those effective in the territory on November 16, 1936 were used. The results of our survey are summarized in the following table: 3589

Bridgeport			
Fairfield-Paradise Green		$ 211	
South Main Street	no claim		
North Main Street		465	
East Main Street		310	
Seaview		205	
Golden Hill	no claim		
Congress Street	no claim		$ 1,191
Waterbury			
Meadow Street	no claim		
Waterville-Willow Street	no claim		3590
Town Plot-Bank St. & North Main St.		$ 200	
Bank St. Extension	no claim		
Liberty Street Feeder		107	
Watertown Line		2,009	
Naugatuck Line-Waterbury City Line to Beacon Falls		5,000	$ 7,316
Derby			
Howe Street Line	no claim		
Elizabeth Street Line		342	
Housatonic Avenue Line		417	
Naugatuck Valley Line—			
East Derby to Clarks Corner		700	
East Derby to Beacon Falls		1,196	$ 2,655
New Britain			
New Britain-Newington Line		6,000	$ 6,000
Total Labor & Material			$17,162 3591
Administration, Supervision and Contractor's Compensation			1,716
Grand Total			$18,878

The supporting data and other factual information assembled by our engineers are available for you if you find you will require it at any future time.

Very truly yours,

R W WILBRAHAM
Chief Electrical Engineer

3592 **Exhibit 18**

REPORT ON VALUATION OF POWER GENERATING AND TROLLEY FEEDER SYSTEMS AS OF NOVEMBER 16, 1936

MAY 10, 1937

CONNECTICUT RAILWAY & LIGHTING COMPANY
Bridgeport
Connecticut

Attention Mr. Walter Carr, Vice President

GENTLEMEN:

3593 You have asked us to determine the present value of your power generating and trolley feeder systems if they had been continued in service, properly maintained and reasonably modernized, in accordance with the development of the art. Accordingly, a study was made and estimates prepared on the basis of re-establishing hypothetically, as of November 16, 1936, power stations and feeder systems which in our judgment would be capable of satisfying the operating requirements of your company with respect to such facilities.

On November 16, 1936, the Connecticut Railway & Lighting Company assumed the direction of the 3594 operations of its properties which had been leased to the Connecticut Company since 1906. A portion of this property consisted of the trolley systems in the Bridgeport, Stratford and Derby areas, and this report deals with power generating and distribution facilities that would be required for the operation of these electric traction divisions.

In 1906, and for years thereafter, the trolley systems were supplied with direct current power over feeders from generating stations owned by the company. Bridgeport and Stratford were

served from Seaview Station in Bridgeport and the Derby area was served from Shelton Station 3595
in Shelton.

In 1921, direct current power for the Derby area was purchased from the Derby Gas and Electric Company, and the Shelton Station was shut down and abandoned. In 1927, alternating current power for the Bridgeport and Derby areas was purchased from the New York, New Haven & Hartford Railroad Company and converted to direct current in rectifier stations built by the Connecticut Company and located on property of the New York, New Haven & Hartford Railroad Company in Bridgeport and Stratford. Seaview Station was then shut down and aban- 3596
doned. Consequently, the trolley feeder system was revamped to meet the new supply conditions.

PROBABLE DEVELOPMENT OF POWER GENERATING & TROLLEY FEEDER SYSTEMS

Power Generating Equipment

If the power generating equipment had been maintained in service in accordance with the changes in operating requirements, the power plant at Seaview would probably now consist of three 1500 kw turbo-generators, one of which 3597
would be a spare unit to be used in case of failure or repair to the other turbo-generators. The boiler room probably would contain three 350 h.p. boilers, of which one also would be a spare. Each boiler operating at about 200% rating could supply the steam requirements of one turbo-generator and auxiliary equipment.

This equipment would have replaced the boilers and engines turned over to the lessee in 1906. This replacement would have been effected sometime after 1927, when the generating plant at

3598 Seaview was closed down. The operating steam conditions, based on good practice at that time, would probably have been 250 lbs. pressure, 600° F. temperature, generated by water tube boilers with stokers. The building would have been modernized to meet the requirements of the new equipment.

At Shelton, for direct current the generating equipment would probably consist of three 600 kw Diesel engine driven generators, one of which would be a spare unit.

This equipment would have been installed to replace the boilers and engines turned over to
3599 the lessee in 1906. This replacement would have occurred sometime after 1921, when the generating plant at Shelton was closed down. The building would have been modernized to meet the requirements of the new equipment or an entirely new building erected.

Electrical Distribution System

If the Seaview Station at Bridgeport had been maintained in service, alternating current would certainly have been the logical means of generation. As early as 1916, a 5,000 kw alternating current turbo-generator was installed. Trans-
3600 mission efficiency and cost would undoubtedly have dictated the transmission of alternating current energy for the Bridgeport area, to a rectifier substation located about one mile from Seaview, in the vicinity of the New York, New Haven & Hartford Railroad Station. This change would probably have taken place in 1927, when the building of the Stratford Avenue bridge made necessary the relocation of the cables under Yellow Mill Pond. The direct current output from this substation would then have been connected to the existing feeder system.

The same reasoning applies to the power supply for Stratford, which involves less power but is located at a greater distance (about four miles) from the point of generation at Seaview. 3601

The Derby area, being at a distance of 15 miles, would, if served from the Seaview Station, require the expenditure of a material sum for a transmission line, as the route would be entirely one of a joint usage with considerable undesirable tree interference, and with rehandling of existing telephone and power circuits. This would probably dictate the generation of direct current in the Derby zone for local consumption. The car barn site, being near the center of load and on owned property, would be a desirable location for the power station for reasons of lowest cost of feeder copper and losses. 3602

SOURCES OF DATA

The data used by us in our studies included information gathered by our engineers in the course of their physical inspection of your traction properties, together with statistical data and other records obtained from members of your local operating staffs. Drawings were furnished showing the direct current feeder layout as it existed about 1925 and a later series of drawings showing the feeder system as modified in 1927, which drawings were revised to reflect changes made up to approximately 1931. Additional information regarding subsequent changes not shown on these drawings was obtained from members of your operating staffs, who also supplied the data showing the power requirement and load characteristics of each of the separate traction divisions. 3603

The extent of the construction work that would have been involved in the development of the generating and distribution system and the con-

3604 ditions under which the work would have been performed were determined by an inspection of the sites and routes.

The prices of materials and equipment were obtained from manufacturers and reflect prices prevailing during November 1936. Labor costs included in the compilation of the estimates reflect the local rates prevailing at the proposed sites for the plants. The cost of special work was based on our experience in connection with similar construction work.

As we were informed that the existing substations at Bridgeport and Stratford are not the property of your Company, we have provided for
3605 new substations and equipment to serve these two areas. A figure of $1,000 has been estimated as a fair allowance to purchase a property in Bridgeport for a substation. The same amount was used for a site in Stratford, which was assumed to be within 500 ft. of the intersection of Main Street and Ferry Avenue.

POWER GENERATING ESTIMATE

If the Company had continued to generate its power requirements, it is our judgment that on November 16, 1936 there would have been two power plants in active service, one located at
3606 Seaview and the other at Shelton.

The generating equipment of the Seaview Power Plant, which in our judgment would best provide for the present operating requirements, should consist of 3-1500 kw turbo-generators, condensing type, A-C generation. One of these units would operate as a spare in case of failure or necessary shut down. There should be 3-350 h.p. boilers operating at 200% rating, 250 pounds pressure, 600° F. temperature, stoker fired, one of which would also be used as spare equipment. It has also been assumed that the equipment

should be located in a new building, brick and steel construction, with very plain architectural treatment, the site being at or adjacent to the old Seaview Plant. The present condition of the old power plant building made this assumption more economical than the renovation and adaptation of the old structures to the requirements of the necessary power generating equipment. We have estimated that the cost to reproduce new of the above described power generating plant would have been $566,600 on November 16, 1936, or approximately $125.00 per kw installed. 3607

The generating equipment of the Shelton Power Plant, which in our opinion would meet the present operating requirements, should consist of 3-600 kw Diesel engine driven generators, one of which would be considered spare equipment. The equipment would be located in a new brick and steel building, plain architectural treatment, occupying a part of the car barn property in Derby. Our estimate of the cost to reproduce new such a power plant at Derby, as of November 16, 1936, amounted to $365,100.00, or approximately $200 per kw installed. 3608

Detailed summaries of the estimates of the cost to reproduce the power generating plants at Seaview and at Derby are submitted in a following section of this report. 3609

ELECTRICAL DISTRIBUTION ESTIMATE

For serving the Bridgeport area, it was assumed that alternating current energy would be generated at the Seaview Station at 13,800 volts and transmitted from the bus at this voltage. For reasons of economy, two aerial cable feeders on messengers were selected, each cable with its feeder panel and each of sufficient capacity to carry the entire load. They would be supported on existing joint or solely owned poles,

3610 except for a few which would have to be added or replaced. The cables would follow the west side of Seaview Avenue, then along the south side of Stratford Avenue to Yellow Mill Pond, and across Stratford Avenue on brackets on the underside of the bridge, since the submarine power cables are restricted to the channel crossing area north of the bridge. From this point the cables would follow the north side of Stratford Avenue to a rectifier substation located at the Pequonock River Crossing on Stratford Avenue and containing three 1,250 kw mercury arc rectifiers with all the necessary transformers, switching equipment, and panels for eight
3611 outgoing direct current feeders. Direct current feeders would be taken from the substation bus through existing cables in the pipe tunnel to the cable terminal house west of the river crossing, where connections would be made to the existing feeders. The trolley feeders beyond this point are reported to have sufficient capacity for the peak load of November 1936, which was given as 4,000 amperes, or 2,400 kw.

For serving the Stratford area, a study of alternative methods indicated that alternative current energy at 13,800 volts would probably have been taken through two open wire overhead lines, each with its feeder panel and each being of
3612 sufficient capacity to carry the entire load. These lines would be carried on new poles to be installed in the existing joint pole line in order to place these power circuits above the existing circuits. These two circuits would go to a substation located near Main Street and Ferry Avenue in Stratford and containing two 600 kw rectifiers with all the necessary transformers, switching equipment, and panels for six outgoing direct current feeders. This Stratford substation would be remotely controlled and supervised from the Bridgeport substation. Di-

rect current overhead feeders from this substation bus would lead to a junction pole on Main Street and Ferry Avenue, whence all existing feeder circuits now radiate. The trolley feeders beyond this point are reported to have sufficient capacity for the peak load of November 1936, which was given as 1,000 amperes, or 600 kw. 3613

For serving the Derby area, panels for six direct current feeders and sufficient direct current feeder copper were included in the estimate to extend from a power plant on the car barn property to the existing feeders on existing jointly owned poles which have sufficient space for the required feeders from the power plant. The trolley feeders in Derby are reported to have sufficient capacity for the peak load of November 1936, which was given as 2,000 amperes, or 1,200 kw. 3614

Our estimates of the cost to reproduce the structures and equipment included in the above described electrical distribution systems as of November 16, 1936 may be summarized as follows:

	Land including Grading	Substations & Equipment	Overhead Lines & Supports	Total
	$2,300	$144,065	$25,435	$171,800
idgeport Division.....	2,300	71,400	28,200	101,900
atford Division.....	...	...	2,600	2,600 3615
by Division.....				
Totals.....	$4,600	$215,465	$56,235	$276,300

DEPRECIATION

The development of the power generating and trolley feeder systems, as outlined in this report, contemplated the installation of portions of the facilities at various dates. The particular physical characteristics of the various structures and equipment which would have been built or installed as part of the development and their

3616 different probabilities of future utilization by the enterprise were given consideration in our determination of the estimated loss or impairment in the present day value that would have occurred by reason of accrued depreciation as of November 16, 1936.

In the calculation of our estimate of accrued depreciation we have assumed that:

1. The facilities would have been installed in accordance with the plan of development as outlined in this report.
2. The facilities would have been used properly and maintained adequately throughout the period up to November 16, 1936.

3617 3. As of November 16, 1936 it was the policy of the management of your company to continue the operations of the electric traction divisions until the termination of their normal useful life.

On the basis of the general studies which we made, we have determined that as of November 16, 1936 the loss or impairment in value of the major groups of assets due to accrued depreciation would have been substantially as follows:

Item	Estimate of Accrued Depreciation
Seaview Power Plant—Structures & Equip.	40% of Cost to Reproduce Ne
Derby Power Plant —Structures & Equip.	60% of Cost to Reproduce Ne
Substation & Equip.—Bridgeport	40% of Cost to Reproduce Ne
3618 Substation & Equip.—Stratford	40% of Cost to Reproduce Ne
Overhead Distribution Divisions	50% of Cost to Reproduce Ne

VALUATION SUMMARIES

Our estimates of the cost that would have been incurred in reestablishing as of November 16, 1936, the power stations and feeder systems capable of satisfying the operating requirements of your electric traction divisions are summarized as follows:

Exhibit 18.

	Estimate of Cost to Reproduce New November 16, 1936	Estimate of Cost to Reproduce New November 16, 1936, less Accrued Depreciation	
...view Power Plant			3619
...tructures	$ 135,600	$ 81,360	
...quipment	431,000	258,600	
...otal	$ 566,600	$339,960	
...by-Shelton Power Plant			
...tructures	$ 68,400	$ 27,360	
...quipment	296,700	118,680	
...otal	$ 365,100	$146,040	
...geport Div.—Distribution System			
...bstation—Land	$ 2,300	$ 2,300	
...bstation—Structures & Equip.	144,065	86,440	3620
...verhead Lines & Supports	25,435	12,720	
...otal	$ 171,800	$101,460	
...tford Div.—Distribution System			
...bstation—Land	$ 2,300	$ 2,300	
...bstation—Structure & Equip.	71,400	42,840	
...verhead Lines & Supports	28,200	14,100	
...tal	$ 101,900	$ 59,240	
...y Div.—Distribution System			
...verhead Lines & Supports	$ 2,600	$ 1,300	
...d Total of Estimates	$1,208,000	$648,000	3621

On pages immediately following will be found exhibits containing detailed summaries of the estimates which are submitted in this report.

Very truly yours,

R W WILBRAHAM
Chief Electrical Engineer

Exhibit 18.

3622 The valuation summaries which we have prepared are presented in the following exhibits:

Exhibit I. Estimate of Cost to Reproduce New—Steam Power Generating Plant Seaview-Bridgeport Division.

Exhibit II. Estimate of Cost to Reproduce New—Diesel Engine Power Generating Plant Shelton-Derby Division.

Exhibit III. Estimate of Cost to Reproduce New—Power Distribution System
3623 Bridgeport Division.

Exhibit IV. Estimate of Cost to Reproduce New—Power Distribution System Stratford Division.

Exhibit V. Estimate of Cost to Reproduce New—Power Distribution System Derby Division.

.....

R W WILBRAHAM

3624 R. W. Wilbraham
Chief Electrical Engineer

H L UNLAND

H. L. Unland
Engineer

H GROOTHUIS

H. Groothuis
Engineer

Exhibit 18.

EXHIBIT I 3625

Detailed Summary
Estimate of Cost to Reproduce New
as of November 16, 1936

STEAM POWER GENERATING PLANT

SEAVIEW—BRIDGEPORT

Building					
90 x 100 x 60	540,000 c.f.	$ 0.20	$108,000		
Crane—10 ton			5,000	$113,000	
Turbine					
3—1500 kw Condensing Turbo Generator, 2200 V	4,500 kw.	21.00	94,500		3626
3—Condensers, Tubes and Pumps	4,500 kw	6.00	27,000	121,500	
Boilers					
3—350 h-p. 250# pressure, 24,000# per hour, complete with fans, ducts, coal burning equipment, erected	72,000 lb.	1.10	80,000		
Stacks	3 ea.		6,000		
Instruments and Controls			6,000		
Coal Handling			18,000	110,000	
Feed Water System					
Tanks, Pumps and Heaters	4,500 kw	5.00		22,500	3627
Piping and Covering	72,000 lb.	.40		29,000	
Intake, Discharge and Screen Wells				15,000	
Electrical Work	4,500 kw	11.00		50,800	
Miscellaneous Equipment				10,000	
Total Labor and Material				$471,800	
Engineering, Supervision and Contractor's Compensation				94,800	
Total Estimated Cost to Reproduce New as of November 16, 1936, Steam Power Generating Plant, Seaview—Bridgeport				$566,600	

Exhibit 18.

3628

EXHIBIT

Detailed Summary
Estimate of Cost to Reproduce New
as of November 16, 1936

DIESEL ENGINE POWER GENERATING PLANT

SHELTON—DERBY

Building				
90 x 60 x 40	216,000 c.f.	$ 0.25	$ 54,000	
Crane—5 ton			3,000	$ 57,0
Engines				
3—600 kw Engine Generators 187.5 R.P.M.—D.C.	1,800 kw	100.00	180,000	
3629 Foundations	3 ea.	3,000.00	9,000	
3—C.W. Pumps, 500 g.p.m., 10 h-p motor	3 ea.	750.00	2,250	
3—Rotor Lubricating Oil Pumps, 100 g.p.m., 7½ h-p	3 ea.	400.00	1,200	192,4
Fuel Equipment				
3—10,000 gal. Tanks			3,500	
1—Unloading Pump			500	
3—Heaters for Tanks			1,500	
3—Oil Coolers			1,500	
3—Strainers			150	
3—Centrifuges			1,800	8,9
3630 *Circulating Water System*				10,0
Piping System—Part covered with Unit				15,0
Electrical Work				
Power and Control in Station	1,800 kw	10.00		99,9
Total Labor and Material				$304,3
Engineering, Supervision and Contractor's Compensation				60,8
Total Estimated Cost to Reproduce New as of November 16, 1936, Diesel Engine Power Generating Plant, Shelton-Derby				$365,1

Exhibit 18.

EXHIBIT III 3631

Detailed Summary
Estimate of Cost to Reproduce New
as of November 16, 1936
Power Distribution System
of
CONNECTICUT RAILWAY AND LIGHTING COMPANY
BRIDGEPORT DIVISION

tribution Lines, Seaview Avenue						
o Stratford Avenue (West Side)						
se present poles)						
#2/0 T. C. Cable, 15 kv	(L	3,600 l. f.	$0.10	$ 360		
	(M		1.50	5,400		
5 Messenger Wire	(L	3,600 l. f.	.02	72		
	(M		.05	180		3632
-½" Cable Rings	(L	3,600 l. f.	.01	36		
	(M		.03	108		
Clamps	(L	15 ea.	1.00	15		
	(M		1.00	15	$6,186	
atford Avenue West to Yellow Mill Pond						
New 30' Wood Poles	(L	4 ea.	10.00	40		
	(M		20.00	80		
#2/0 T. C. Cable, 15 kv	(L	1,400 l. f.	.10	140		
	(M		1.50	2,100		
5 Messenger Wire	(L	1,400 l. f.	.02	28		
	(M		.05	70		
-½" Cable Rings	(L	1,400 l. f.	.01	14		
	(M		.03	42		
Brackets	(L	8 ea.	30.00	240		
	(M		20.00	160	2,914	
st Cable Terminal						3633
Brackets and Potheads	(L			100		
	(M			100	200	
bmarine Crossing						
llow Mill Pond						
350'—25' Water						
Excavation and Backfill	(Subcontract			3,000		
#2/0 T. C. Cable	(L	1,125 l. f.	.20	225		
	(M		2.20	2,475	5,700	

This division includes the A-C distribution lines from new plant at Seaview new substation on bank of Pequonock River and tied into existing D-C tribution.

Exhibit 18.

3634

EXHIBIT III
(Continued)

BRIDGEPORT DIVISION

	West Cable Terminal					
	Brackets and Potheads	(L			$ 100	
		(M			100	$
	West Terminal to Substation					
	(Use existing poles + 3 new)					
	30′ Iron Poles	(L	3 ea.	10.00	30	
		(M		50.00	150	
	Cable Brackets	(L	4 ea.	30.00	120	
		(M		20.00	80	
	Iron Pole Clamps	(L	19 ea.		20	
		(M			20	
3635	#2/0 T. C. Cable	(L	3,800 l. f.	.10	380	
		(M		1.50	5,700	
	.5 Messenger Wire	(L	3,800 l. f.	.02	76	
		(M		.05	190	
	2-½″ Cable Rings	(L	3,800 l. f.	.01	38	
		(M		.03	114	6
	New Substation					
	Cost of Land				1,000	
	Building					
	25 × 35 × 15		13,100 c. f.	.50	6,500	
	Fencing, Grading and Miscellaneous				1,000	
	Purchase and Install					
	New Rectifiers					
3636	1,200 kw complete	(L	3 ea.		4,500	
		(M			108,000	
	Control Equipment	(L			275	
		(M	Purchase cost included with rectifiers			
	D. C. Feeder Panels	(L	4 ea.		400	
		(M			2,000	
	A. C. Line Panels	(L	2 ea.		300	
		(M			1,600	
	Wiring Connections, etc.	(L			500	
		(M			500	126,57
	Substation to Cable Terminal House					
	Brackets	(L	6 ea.	30.00	180	
		(M		20.00	120	

Exhibit 18.

EXHIBIT III 3637
(Continued)

BRIDGEPORT DIVISION

tion to Cable					
al House (Continued)					
lators and Pins	(L	50 ea.	$0.25	$ 15	
	(M		.50	25	
cate 1,000,000 C. M. Cable	(L	600 l. f.	.10	60	
	(M			—	$ 400
rine Cable at River					—
xisting cables)					
Cable House					3638
le Connections	(L			225	
	(M			75	300
Total Labor and Material,—					$149,393
vision and Contractor's Compensation					22,407
Total Estimated Cost to Reproduce New, Power Distribution System, Bridgeport Division,—					$171,800

3639

CLASSIFIED SUMMARY

	Direct Cost	Supervision etc.	Total
Grading, etc. for substations	$ 2,000.	$ 300.	$ 2,300.
ibution Lines	22,118.	3,317.	25,435.
tation Structure and Equipment	125,275.	18,790.	144,065.
Total,—	$149,393.	$22,407.	$171,800.

Exhibit 18.

3640

EXHIBIT IV

Detailed Summary
Estimate of Cost to Reproduce New
as of November 16, 1936
Power Distribution System
of
CONNECTICUT RAILWAY AND LIGHTING COMPANY
STRATFORD DIVISION

Distribution Lines, Seaview Avenue to Stratford Avenue (East Side)					
(Use present poles)					
#6 T. C. 15 kv Lead Cable	(L	3,600 l. f.	$0.10	$ 360	
	(M		.85	3,060	
#6 Conductor Control	(L	1,800 l. f.	.03	54	
3641	(M		.15	270	
.438 Messenger Cable	(L	5,100 l. f.	.01	51	
	(M		.03	153	
2-½" Cable Rings	(L	3,600 l. f.	.01	36	
	(M		.03	108	
1-½" Cable Rings	(L	1,800 l. f.	.01	18	
	(M		.02	36	$ 4,16
Stratford Avenue to New Substation					
#6 Conductor Control Cable	(L	16,950 l.f.	.03	508	
	(M		.15	2,542	
.438 Messenger Wire	(L	16,950 l. f.	.01	170	
	(M		.03	508	
1-½" Cable Rings	(L	16,950 l. f.	.01	170	
	(M		.02	240	
New Pole Line	(L	120 ea.	20.00	2,400	
	(M		73.00	8,760	
#6 Wire	(L	102,000 l. f.	.03	3,060	
3642	(M		.02	2,040	20,32
New Substation					
Cost of Land				1,000	
Building—25 × 30 × 15	(L&M	12,000 c. f.	.50	6,000	
Fencing, Grading and Miscellaneous				1,000	
Purchase and Install New Rectifiers					
600 kw	(L	2 ea.		2,200	
	(M			43,000	
A-C Line Panels	(L	2 ea.		300	
	(M			1,600	

This division includes A-C distribution from new plant at Seaview to new substation at Stratford.

Exhibit 18.

EXHIBIT IV (Continued) 3643

STRATFORD DIVISION

tation (Continued)

e and Install
ectifiers (Cont'd)

Feeder Panels	(L	3 ea.	$ 300		
	(M		1,500		
rol Equipment (New)	(L		309		
	(M		5,500		
00 C. M. Cable	(L	3,000 l. f.	.10	300	
	(M		.35	1,050	$64,050 3644
					$ 88,594
Total Labor and Material,—					
ion and Contractor's Compensation					13,306
Total Estimated Cost to Reproduce New, Power Distribution System, Stratford Division,—					$101,900

CLASSIFIED SUMMARY 3645

	Direct Cost	Supervision etc.	Total
Grading, etc.	$ 2,000.	$ 300.	$ 2,300.
ution Lines	24,544.	3,656.	28,200.
tion Structure and Equipment	62,050.	9,350.	71,400.
Total,—	$88,594.	$13,306.	$101,900.

Exhibit 18.

3646 Exhibit

Detailed Summary
Estimate of Cost to Reproduce New
as of November 16, 1936
Power Distribution System
of
CONNECTICUT RAILWAY AND LIGHTING COMPANY
Derby Division

Power House to Terminal Pole						
1—45′ Pole and 3—35′ Poles	(L	4 ea.	10.00	$	40	
	(M		20.00		80	
3647 Cross Arms, Pins and Insulators	(L	4 poles	5.00		20	
	(M		5.00		20	
500,000 C. M. Cable	(L	3,150 l. f.	.10		315	
	(M		.35		1,100	$ 1
Terminal to Junction Pole						
500,000 C. M. Cable	(L	1,500 l. f.	.10		150	
	(M		.35		525	
Insulators, etc.	(L				50	
	(M				—	
Total Labor and Material,— Supervision and Contractor's Compensation						$ 1
3648 Total Estimated Cost to Reproduce New, Power Distribution System, Derby Division,—						$ 1

This division includes D-C distribution lines to connect new plant at ex barn site to existing lines.

Exhibit 19

3649

REPORT ON BUSES TURNED OVER TO CLAIMANT, NOVEMBER 16, 1936

The method we arrived at for percentages and costs on the different types of vehicles on C. R. & L. properties, are as follows:

We have taken the bus, which includes, roof, windows, seats, floor, panels, corner posts, fenders, and lights, plus the frame, bumpers, engine, transmission, differential and all fittings contained in the bus when it was first purchased, taking for granted that these particular units were serviced by some means of preventive maintenance, whereby they were kept in good repair, regardless of the age of the vehicle.

3650

We also believe that in 84 months, the 30 passenger bus regardless of condition is obsolete for operating, and rider appeal. On buses, that are over 84 months, we list in value as scrap. We have arrived at the figure of $40.00 for scrap buses of this type by some estimates we have had made from various scrap dealers around the community. The 20 passenger bus is set up for 60 months. All these type buses which are over 60 months, we have set scrap value on them, or $40.00. We have not attempted to set up any percentages or cost figures as to miles operated of any bus over the 84 month period, along with deferred maintenance costs of any and all particular units. The buses that were turned over to C. R. & L. second-hand, we have included 6 months of the year of purchase, in the period ending November 1st, 1936. The buses that were new, we have included the month they were received as a full month, in the period ending November 1st, 1936. The buses that are under 84 months old, we have set the following values when new: 35 to 37 passenger buses $10,000.00;

3651

Exhibit 19.

3652 *Paint*

We believe that in this part of the country, taking in the low temperatures, salt water, conditions and methods of washing and cleaning, that have been used, 18 months is the life of paint. We have taken from the date of our record, from the last time bus was painted, using 18 months as a base figure. The cost of painting a 30 to 37 passenger bus is $90.00, for a 20 to 25 passenger bus $60.00. This cost includes both material and labor. Percentages are figured from date of painting, including the month
3653 painted as a full month to November 1st, 1936.

Ergine

The engine was depreciated on the amount of miles operated since the date of overhaul. The parts which are listed on the various types of buses are parts that ordinarily would have to be replaced on an overhaul, taking for granted that preventive maintenance of some kind was in effect, and lubricants suited for that particular type of engine were used along with periodic
3654 and conscientious drainings and inspections. You will notice under the heading of the particular bus mentioned, the various engine parts listed. The crankshaft and cylinder block being good for 200,000 miles, ½ of the price has been deducted for these parts. In some cases we have included the cylinder head of the buses using a valve-in-head motor. The reason for this is, because with constant grindings the head would soon become obsolete. This part was also set up for 200,000 miles of continuous operation, therefore ½ of the price has also been deducted, for a 100,000 mile overhaul period. We have

computed the labor charge for this engine over- 3655
haules: $62.40, 96 hours at 65¢ an hour.

After considerable experience with heavy duty engines in bus work, we have set up 100,000 miles for a safe overhaul period.

Transmission

From experience, we believe that 100,000 miles on the transmission on any bus in city service operation is a safe mileage for complete overhaul, using the parts we have listed. The labor charge for overhauling this transmission is $7.80, 12 hours at 65¢ an hour.

3656

Differential

We have had considerable experience with these various types of units. We consider 100,000 miles as a safe period providing the lubricant was right, periodic drainings and flushings were exercised. We have also made up a list of parts necessary to overhaul this unit. The labor charge for overhauling this differential is $10.40, 16 hours at 65¢ an hour.

We have endeavored to list both in miles, percentages, and money, the value left on this equipment. We have only taken in the major parts 3657
that would have to be replaced on a complete overhaul. We have taken a good safe overhaul mileage on these parts. It might seem that some of these mileages are low for these particular units, but in order to keep the equipment in good operating condition it is necessary to use these figures. Any failure which might result from running greater mileages would result, possibly in a complete failure of each individual unit. This would not only make our operation costly, but would also jeopardize our service.

3658 You will notice that I have not mentioned any electrical units, such as starters, generators, distributors, and voltage regulators. From the survey I have made of the Connecticut Company Electrical Shop, in New Haven, I have every reason to believe that the work done on these units were first class. The units have been on and off the various types of buses so often that it is impossible for me to arrive at any given mileage. After checking quite a number of these units, I am satisfied that they were in good operating condition at the time of change over.

3659 The various prices listed along with the discounts have been taken from manufacturers price lists in most cases. In several cases we have written the manufacturer asking and receiving these prices. In some case prices have been estimated. We also list a deficiency column. We have done this only on buses that are under 84 months old. We believe that we should be compensated for any and all mileages over our safe overhaul period, on any unit. We have arrived at this by using the cost per overhaul per 100,000 miles against miles operated since complete overhaul, and show the difference in money.

3660 Our records were taken from the shop maintenance and mileage figures issued by the Connecticut Company to each division prior to November 16th, 1936.

The method we used for placing a value on the miscellaneous equipment is that the manufacturers dealer has been contacted and prices taken from their book. Some cases on the older trucks they quoted a scrap value. The majority of this equipment is in very bad condition and scrap value is all there is to be expected. We have estimated the value on pole trailers and snow equipment.

Exhibit 19.

		Date Last	Engine	Total	
		System Status	Hours	Hours	Year
[illegible]	2-2000	[illegible]	[illegible]	[illegible]	1985
	"	[illegible]	[illegible]	[illegible]	1985
	"	[illegible]	[illegible]	[illegible]	1985
	"

Equipment leased new by G. M. S. L. on May. 14, 1926.

14 T.S. 2-926

Engine Details

Cylinder Number - 6
Type of Engine - Sleeve
Piston Displacement - 639
Bore - 4-1/2"
Stroke - 5-1/2"

Differential Details

Make - Timken
Type - Worm
Axle - Semi Floating

Transmission Details

Speed - 4 Speed
Location - Sliding

Body Details

Passengers - 20
Windows - 11
Construction - Wood
Type - City

Chassis Details

Type - 2 Wheel
Make - Timken
Power - S.K. Booster

Tire Size

32 x 6
7.50 x 24

Wheel Construction - Steel Disc

Coach No.		Date Last Engine Change	Engine Mileage	Total Mileage
96	2-926	9-21-26	80,218	189,220
97	"	1-26-26	145,033	821,868
98	"	2-26-26	208,699	878,980
100	"	2- 9-26	78,946	825,644
102	"	12-19-26	179,778	815,502
106	"	8-24-26	222,734	865,228
108	"	11- 7-26	188,668	490,644
110	"	11- 6-26	145,926	695,148
130	"	10- 8-26	188,254	888,947
131	"	12-28-26	111,827	804,148
142	"	7- 8-26	14,726	619,306
145	"	8-22-26	147,387	681,782
146	"	2-10-26	111,488	866,313
150	"	8-19-26	119,868	612,726
151	"	10-22-26	126,121	680,726
		1-12-26	145,489	497,987

Coach No.	Year	Age in Months	Est. Value as Cars	Received-Dep	Received-
96	1925	140	$40.00		8-12-27
97	1925	139	$40.00		
98	1925	139	$40.00	8-11-27	
100	1925	138	$40.00	8-13-27	
102	1925	138	$40.00	8-14-27	
106	1925	138	$40.00	8-14-27	
108	1925	138	$40.00	8-15-27	
110	1925	138	$40.00	8-15-27	
130	1925	138	$40.00	8-15-27	
131	1925	138	$40.00		12-12-27
142	1925	134	$40.00		6-16-27
145	1925	134	$40.00		10- 3-27
146	1927	117	$40.00		8- 3-27
150	1927	118	$40.00	8-17-27	
151	1927	118	$40.00		9-30-27
	1927	118	$40.00	8-30-27	
			$40.00	8-18-27	

/b

640.00

Exhibit 19.

[redacted]

Equipment turned over to C. E. & I. Nov. 16, 1934.

E.A.P.C.E. Works

Engine Details

Cylinder Number - Four
Type of Engine - Poppet Valve
Piston Displacement - 324
Bore - 4-1/4"
Stroke - 5"

Body Details

Passengers - 20
Standees - 12
Construction - Wood
Type - City Service

Differential Details

Make - Mack
Type - Double Reduction
Axle - Full Floating

Brake Details

Type - 2 Wheel
Make - Mack
Power - B.K. Booster

Transmission Details

Speed - Four
Location - Unit Assembly

Tire Size

8.25 x 22

Wheel Construction - Steel Disc

Comp. No.		Date Last Engine Change	Engine Mileage	Total Mileage	Year
197	AKC1 Mack	None	222,672	222,672	1929
[redacted]	"	1-21-36	11,679	801,904	1929
[redacted]	"	3- 4-36	7,801	194,487	1929

Co. No.	Year	Age in Months	Estimated Value as scrap	Received - E.E.
197	1929	86	$40.00	9-18-36
[redacted]	1929	84	.40.00	11-23-36
[redacted]	1929	86	.40.00	11-23-36

Exhibit 19.

[redacted]

[redacted]

[redacted]

[redacted] Details

[redacted] - 4
[redacted] - Square
[redacted] - [redacted]
[redacted] - [redacted]
[redacted] - [redacted]

[redacted] Details

[redacted] - [redacted] - [redacted]
[redacted] - 11 - 11
[redacted] - Steel
[redacted] - Silv [redacted]

[redacted] Details

[redacted] - [redacted]
[redacted] - Double Reduction
[redacted] - Full [redacted]

[redacted] Details

[redacted] - 2 Wheel
[redacted] - Hyd.
[redacted] - H.D. Booster

[redacted] Details

[redacted] - 4
[redacted] - Unit Construction

Tire Size

[redacted] x 4
7.50 x 24

[redacted] Construction - Steel Disc

Coach No.		Date Last Engine Change	Engine Mileage	Total Mileage	Year
138	[redacted] Hook	10-20-[redacted]	98,161	216,035	1937
142	"	11-19-[redacted] NE	———	196,817	1937
155	"	8-19-[redacted] T-8	87,979	252,810	1937
272	"	1-[redacted]	[redacted]	[redacted]	1937
274	"	2-[redacted]	139,897	236,880	1937
275	"	4-[redacted]	108,[redacted]	215,729	1937
280	"	8-[redacted]	[redacted]	[redacted]	1937
281	"	9-27-[redacted]	[redacted]	256,614	1937
284	"	12-[redacted]	[redacted]	[redacted]	1937
286	"	1-15-[redacted]	[redacted]	[redacted]	1937
287	"	4-[redacted]	125,[redacted]	244,698	1937
288	"	10-16-[redacted]	[redacted]	[redacted]	1937
[redacted]	"	8- 3-[redacted]	8,871	237,[redacted]	1937

/3

Bus No.	Year	Age in Months	Apx. Value on Hand	Received - A
138	1937	124	$40.00	11-[redacted]
142	1937	118	[redacted].00	8- 1-[redacted]
155	1937	118	[redacted].00	8-19-[redacted]
272	1937	124	$40.00	10-[redacted]
274	1937	124	$40.00	1-[redacted]
275	1937	124	$40.00	2-[redacted]
280	1937	124	$40.00	4-[redacted]
281	1937	124	$40.00	8-[redacted]
284	1937	118	$40.00	9-[redacted]
286	1937	118	$40.00	12-[redacted]
287	1937	118	$40.00	1-[redacted]
288	1937	118	$40.00	4-[redacted]
[redacted]	1937	118	$40.00	10-[redacted]

Exhibit 19.

Equipment

Equipment owned over by G. R. & I. on Nov. 16, 1936.

G.P.C. 2-262

Engine Details

Cylinder Number - 6
Type of Engine - Poppet Valve
Piston Displacement - 616
Bore - 4-7/8"
Stroke - 5-1/2"

Rear Details

Passengers - 27 and 28
Standees - 14 and 15
Construction - Steel-Wood
Type - [illegible] Service

Differential Details

Make - Timken
Type - Worm
Axle - Full Floating

Brake Details

Type - Four Wheel
Make - Timken
Power - Air

Tire Size

9.75 x 22

Transmission Details

Speed - Four
Location - Midship

Wheel Construction - Steel Disc

Coach No.		Date Last Engine Change	Engine Mileage	Total Mileage	Year
836	2-262	8-15-36	145,022	220,026	1930
837	"	8- 8-36	134,022	249,045	1931
838	"	8-17-36	18,209	241,911	1931

Coach No.	Year	Received-G.M.	Age in Months	Months Left	Percentage Left	Value Left
836	1930	6-15-36	78	6	8%	$ 200.00
837	1931	6-14-36	64	80	80%	$2,200.00
838	1931	6-14-36	64	80	80%	$2,200.00

Paint

Coach No.	Date of Paint	Age in Months	Percentage Left	Value Left	Deficiency
836	8-18-36	18	0%	———	$90.00
837	12- 8-36	22	0%	———	$90.00
838	12- 7-36	22	0%	———	$90.00

Exhibit 19.

L.A. 3-000 Engine Overhaul

Parts	Miles	Life Miles	Percent	Cost
1 - Crankshaft	- 000,000	[illegible]	[illegible]	$ 77.20
2 - Cylinder Block	- 000,000	[illegible]	[illegible]	[illegible]
3 - Pistons	- 000,000	[illegible]	[illegible]	[illegible]
4 - Rings	- 00,000	[illegible]	[illegible]	[illegible]
5 - Timing Chain	- 000,000	[illegible]	[illegible]	[illegible]
6 - Main Bearings	- 000,000	[illegible]	[illegible]	[illegible]
7 - Connecting Rod Bearings	- 000,000	$ 10.10	[illegible]	$ 8.40
8 - Oil Pump Gears	- 00,000	[illegible]	[illegible]	[illegible]
9 - Cylinder Head	- 00,000	$101.00	[illegible]	$ 81.10
Miscellaneous Gaskets and Fittings		$ 10.00	100%	$ 10.00
		$424.57		$340.00

Labor - $60.00

The price for overhauling:

Labor $60.00

Material $000.57 less 80% = $000.00

Total $000.00

Run No.	Date of Overhaul	Miles Operated	Overhaul at 000,000 Miles Labor-Material	Mileage Left	Percentage Left	Value Left	Explain
000	5-15-00	143,000	$000.00	0	0%	———	$00.00
000	5- 0-00	124,000	$000.00	0	0%	———	$00.00
000	5-17-00	10,000	$000.00	00,000	00%	$000.00	$ 00.00

Transmission

	Cost
1 - Countershaft speed assembly, including 1st, 2nd, and 3rd gears.	$ 00.00
1st and 2nd speed sliding gear.	$ 00.00
3rd and 4th speed sliding gear.	$ 00.00
Reverse Gear	$ 00.00
2 - Countershaft Bearings	$ 00.00
3 - Sliding Shaft Bearings	$ 00.00
	$000.00

The price for overhauling: Labor $ 0.00

Material $000.00

Total $000.00

Run No.	Date of Overhaul	Mileage	Mileage Left	Percentage Left	Value Left	Explain
000	5- 0-00	000,000	0	0%	———	$000.00
000	10-20-00	000,000	0	0%	———	$000.00
000	1-00-00	000,000	0	0%	———	$000.00

Exhibit 19.

Differential

	Cost
1 - Worm Gear	[illegible]
2 - Wheel	[illegible]
3 - 2 Side Bearings	[illegible]
4 - 2 Side Bearing Cups	[illegible]
5 - 1 Worm Thrust Bearing	[illegible]
6 - 1 Rear Worm Bearing	[illegible]
7 - 4 Differential Gears	[illegible]
8 - 2 Rear Worm Cups	[illegible]
	$98.79

Price for overhauling

Labor	$ 10.00
Material	[illegible]
Total	$107.10

No.	Date of Overhaul	Mileage	Mileage Left	Percentage Left	Value Left	Deficiency
[illegible]	5- 2-28	[illegible]	[illegible]	[illegible]	$78.69	$ 28.41
[illegible]	11-10-28	157,784	0	0%	———	$107.10
[illegible]	11-10-28	157,167	0	0%	———	$107.10
						250.61

REPORT

Equipment turned over to G. B. & L. on Nov. 10, 1928.

1 - 604 White

Engine Details

Motor Number - 18
Type of Engine - Poppet Valve - Horizontal
Piston Displacement - 405
" - 5-5/8"
" - 7-8/8"

Body Details

Passengers - 25
Standees - 15
Construction - Metal
Type - Metropolitan

Essential Details

- White
- Bevel Gear
- Full Floating

Brake Details

Type - 4 Wheel
Make - White
Power - Air

Transmission Details

- 3
- Unit Construction

Tire Size

8.25 x 20

Wheel Construction - Steel Disc

	Date Last Engine Change	Engine Mileage	Total Mileage	Year
604 White	8-1-28	17,674	104,500	1928

Exhibit 19

Bus No.	Date	Overhauled at	Age in Months	Mileage Left	Percentage Left	Value Left
201	1935	0-00-00	41	65	65%	$4,875.00

Bus No.	Date of Chassis	Age in Months	Percentage Left	Value Left	Original
201	0-00-00	41	65	——	$6,500

Item	Miles	Last Miles	Discount	Cost
1 - Crankshafts -	250,000	$ 87.50	15%	$ 74.38
2 - Cylinder Sleeves -	225,000	$ 65.00	15%	$ 55.25
3 - Pistons -	200,000	$ 47.50	15%	$ 40.38
4 - Rings -	80,000	$ 10.00	15%	$ 8.50
5 - Valve Seats -	150,000	$ 9.00	15%	$ 7.65
6 - Main Bearings -	100,000	$ 47.33	15%	$ 40.23
7 - Connecting Rod Bearings -	100,000	$ 47.33	15%	$ 40.23
8 - Oil Pump Gears -	50,000	$ 6.70	15%	$ 5.70
Miscellaneous Gaskets and Fittings		$ 10.00	15%	$ 8.50
		$1190.00		$1011.87
Labor - $178.13				
Price for overhauling Motor(1938 No.		Labor	$ 60.00	
		Less 15%	$ 51.00	
		Total	$1254.87	

Bus No.	Date of Overhaul	Miles Operated	Overhaul at 150,000 Miles Labor-Material	Mileage Left	Percentage Left	Value Left	Original
201	8-1-36	19,974	$1254.87	62,588	65%	$2250.00	$3,500

1939

Exhibit 19.

Cost

	Cost
1 - Countershaft speed assembly including 1st, 2nd, and 3rd, gears.	$ [illegible]
1st and [illegible] speed sliding gear.	$ 11.00
2nd and 4th speed sliding gear.	$ [illegible]
Reverse Gear.	$ 13.75
2 - Countershaft Bearings.	$ 5.25
3 - Sliding Shaft Bearings.	$ 9.12
	$141.71

Price for overhauling: Labor $ 7.00
Material [illegible]
Total $149.71

Re No.	Date of Overhaul	Mileage	Mileage Left	Percentage Left	Value Left	Deficiency
201	5-27-39	93,503	70,497	70%	$113.00	$36.00

Differential

	Cost
1 - Ring Gear }	
2 - Pinion }	$45.70
3 - 2 Side Bearings	$12.00
4 - 2 Side Bearing Caps	$ 7.25
5 - 1 Front Pinion Bearing	$13.25
6 - 1 Rear Pinion Bearing	$ 9.01
7 - 4 Differential Gears	$12.50
	$99.71

Price for overhauling: Labor $10.00
Material [illegible]
Total $109.71

Re No.	Date of Overhaul	Mileage	Mileage Left	Percentage Left	Value Left	Deficiency
201	None	104,000	0	0%	-----	$109.71

Exhibit 29.

Attachment

Equipment owned by [illegible] on Nov. 10, 1954.

G.M.C. VIT

Engine Details

Cylinder Number - 6
Type of Engine - Poppet Valve
Piston Displacement - 401
Bore - 4-1/2"
Stroke - 6"

Rear Details

Manufacturer - GM
Ratio - 10
Construction - Spiral
Type - Timmit

Differential Details

Make - T.C.
Type - Spiral Gear
Axle - Full Floating

Brake Details

Type - 4 Wheel
Make - Timken
Power - Air

Transmission Details

Speed - 5
Location - Midship

Tire Size

9.00 x 20

Wheel Construction - Steel Disc

Coach No.		Date Last Engine Changed	Engine Mileage	Total Mileage	Ref.
600	VIT	9-26-53	110,000	168,160	
601	"	9-12-53	89,140	152,320	1954
602	"	7-30-54	82,320	138,000	1954
603	"	10-17-54	4,000	134,000	1954
604	"	New	130,000	130,000	1954
605	"	1-22-54	67,140	130,041	1954
606	"	New	121,000	121,000	1954
607	"	New	130,000	130,000	1954
608	"	6-16-54	98,000	107,240	1954

Bus No.	Year	Received-Date	Age in Months	Months Left	Percentage Left	Value Left
600	1954	9-1-54	27	93	77%	$3,000.00
601	1954	9-1-54	27	93	77%	$3,000.00
602	1954	9-1-54	27	93	77%	$3,000.00
603	1954	9-1-54	27	93	77%	$3,000.00
604	1954	9-1-54	27	93	77%	$3,000.00
605	1954	9-1-54	27	93	77%	$3,000.00
606	1954	10-1-54	25	95	79%	$3,000.00
607	1954	10-1-54	25	95	79%	$3,000.00
608	1954	9-1-54	26	94	78%	$3,000.00

Paint

Bus No.	Date of Paint	Age in Months	Percentage Left	Value Left	Depreciation
600	9-10-54	3	97%	$291.70	$24.30
601	9-10-54	3	97%	$291.70	$24.30
602	7-10-54	4	96%	$270.00	$19.00
603	9-10-54	15	85%	$210.00	$72.00
604	8-27-54	6	94%	$240.00	$30.00
605	8-28-54	17	83%	$249.00	$60.00
606	10-1-54	25	[illegible]	[illegible]	[illegible]
607	10-1-54	25	[illegible]	[illegible]	[illegible]
608	7-28-54	4	[illegible]	$270.00	$19.00

Exhibit 19

Y.C. 317 Engine Overhaul

Parts	Miles	List Price	Discount	Cost
Countershaft	- [illegible]	$ 60.00	[illegible]	$ 45.75
Cylinder Block	- [illegible]	$ 41.25	[illegible]	$ 30.93
Piston	- [illegible]	$ 47.75	[illegible]	$ 35.81
Rings	- [illegible]	$ 6.00	[illegible]	$ 4.50
Timing Gear	- [illegible]	$ 11.25	[illegible]	$ 8.43
Main Bearings	- [illegible]	$ 11.25	[illegible]	$ 8.43
Connecting Rod Bearings	- [illegible]	$ 10.00	[illegible]	$ 7.50
Oil Pump Gears	- [illegible]	$ 5.75	[illegible]	$ 3.99
Cylinder Head	- [illegible]	$ 50.00	[illegible]	$ 37.50
Miscellaneous Gaskets and fittings		$ 15.00	30%	$ 10.50
		$220.00		$168.01

Labor - $60.00

Price for overhauling: Labor $ 60.00
Material $228.00 less 30% $168.01

Total $228.01

Date of Overhaul	Miles Operated	Overhaul at 100,000 Miles Labor-Material	Mileage Left	Percentage Left	Value Left	Definiteness
3-18-36	110,000	$228.01	0	0%	------	$220.01
5-13-36	84,240	$228.01	45,000	44%	$107.00	$148.75
7-20-36	23,240	$228.01	76,760	76%	$180.31	$ 80.10
10-17-36	4,000	$228.01	95,760	95%	$227.00	$ 12.24
None	120,000	$228.01	0	0%	------	$220.01
1-13-36	62,140	$228.01	37,860	37%	$148.75	$107.00
None	121,000	$228.01	0	0%	------	$220.01
None	119,575	$228.01	0	0%	------	$220.01
6-18-36	36,575	$228.01	63,425	63%	$197.75	$ 80.00

Transmission

	Cost
1 - Countershaft speed assembly including 1st, 2nd, and 3rd gears.	$ 37.50
1st and 2nd speed sliding gear.	$ 25.00
3rd speed sliding gear.	$ 37.50
Reverse Gear.	$ 11.25
2 - Countershaft Bearings.	$ 11.97
2 - Sliding Shaft Bearings.	$ 11.97
	$118.69

Price for overhauling: Labor $ 7.00
Material $118.69

Total $124.69

Date of Overhaul	Miles	Miles Left	Percentage Left	Value Left	Definiteness
7-14-36	24,990	75,004	75%	$85.87	$ 31.13
9-19-36	54,829	45,171	45%	$51.84	$ 73.45
None	120,000	0	0%	------	$124.69
10-20-36	51,560	48,440	48%	$55.78	$ 64.75
8-27-36	64,610	35,391	35%	$40.57	$ 80.88
8-18-36	65,512	34,488	34%	$39.53	$ 82.16
3- 9-36	80,152	19,848	19%	$22.76	$ 98.56
5-21-36	24,274	75,726	75%	$86.87	$ 31.13
None	109,360	0	0%	------	$124.69

Exhibit 19.

[redacted]

[redacted]

[redacted]

Exhibit 19.

No.	Year	Operating Time	Hrs in Service	Months Left	Percentage Left	Value Left
10	1934	2-4-34	38	22	61%	$3,165.00
10	1934	2-4-34	38	22	61%	$3,165.00
11	1934	2-4-34	38	22	61%	$3,165.00

Paint

No.	Date of Paint	Hrs in Service	Percentage Left	Value Left	Refinishing
9	No Record	38	0%	———	$90.00
9	2- 2-34	0	97%	$88.20	$90.70
9	2-12-34	0	97%	$88.20	$90.70

Val. Vil Motor Overhaul

Parts	Miles	List Price	Discount	Cost
1 - Crankshaft	- 250,000	$ 65.00	30%	$ 45.75
6 - Cylinder Block	- 200,000	$ 47.25	30%	$ 33.08
6 - Pistons	- 150,000	$ 47.70	30%	$ 33.39
6 - Rings	- 25,000	$ 9.75	30%	$ 6.83
1 - Timing Gear	- 100,000	$ 11.75	30%	$ 8.23
1 - Main Bearings	- 100,000	$ 12.60	30%	$ 8.82
7 - Connecting Rod Bearings	- 100,000	$ 12.00	30%	$ 8.40
1 - Oil Pump Gears	- 80,000	$ 8.70	30%	$ 6.09
1 - Cylinder Head	- 200,000	$ 55.50	30%	$ 37.15
Miscellaneous Gaskets and fittings		$ 15.00	30%	$ 10.50
		$200.00		$199.01

Labor - $82.40

Two prices for overhauling: Labor $ 82.40
Material $200.00 less 30% = 140.01
Total $222.41

No.	Date of Overhaul	Miles Operated	Overhaul at 100,000 Miles Labor-Material	Kilomgs Left	Percentage Left	Value Left	Refinishing
9	12-19-33	108,237	$222.41	0	0%	———	$220.41
9	6-22-34	27,654	$222.41	72,346	72%	$160.20	$ 70.11
9	8-10-34	29,130	$222.41	70,870	71%	$157.80	$ 82.80

Transmission

	Cost
1 - Countershaft speed assembly including 1st, 2nd, and 3rd gears.	$ 57.00
1st and 2nd speed sliding gear.	$ 35.00
3rd and 4th speed sliding gear.	$ 27.00
Reverse Gear.	$ 11.00
2 - Countershaft Bearings.	$ 11.07
2 - Sliding Shaft Bearings.	$ 11.07
	$116.00

Price for overhauling: Labor $ 7.00
Material $116.00
Total $123.00

Car No.	Date of Overhaul	Mileage	Mileage Left	Percentage Left	Value Left	Deficiency
609	8-20-24	84,000	66,111	66%	$76.66	$39.34
610	9-24-24	48,000	89,000	89%	$103.24	$12.76
611	8-21-24	39,000	70,138	70%	$87.14	$37.14

Differential

	Cost
1 - Ring Gear	$ 30.00
2 - Pinion	$ 8.75
2 - 2 Side Bearings	$ 14.00
2 - 2 Side Bearing Caps	$ 12.07
1 - 1 Front Pinion Bearing	$ 6.87
1 - 1 Rear Pinion Bearing	$ 6.87
4 - 4 Differential Gears	$ 7.00
2 - 2 Side Shafts	$ 30.00
	$109.79

Price for overhauling: Labor $ 10.40
Material $109.79
Total $120.19

Car No.	Date of Overhaul	Mileage	Mileage Left	Percentage Left	Value Left	Deficiency
609	1-23-24	60,951	39,049	39%	$70.91	$49.29
610	1- 8-24	58,444	41,556	41%	$49.87	$70.91
611	8-23-24	33,356	66,644	66%	$80.00	$44.00

Exhibit 19.

[redacted]

[redacted] Equipment Journal entry to U. S. A. on Nov. 16, 1936.

1 - 30-2 Twin

Motor Details

Cylinder Number - 6
Type of Engine - Poppet
Piston Displacement - 202
Bore - 4-1/4"
Stroke - 4-1/2"

Body Details

Passengers - 20
Windows - 12
Construction - Metal
Type - Transit

Differential Details

Make - Timken
Type - Bevel Gear
Axle - Full Floating

Brake Details

Type - 4 Wheel
Make - Timken
Power - Air

Transmission Details

Speed - 5
Location - Unit Construction

Tire Size

8.00 x 18

Wheel Construction - Steel Disc

Coach No.		Date Last Major Change	Engine Mileage	Total Mileage	Year
204	30-2 Twin	None	86,816	86,816	1936

Re No.	Year	Received-Use	Age in Months	Months Left	Percentage Left	Value Left
204	1936	6-6-36	17	87	79%	$8,710.00

Paint

Re No.	Date of Paint	Age in Months	Percentage Left	Value Left	Depreciation
204	6-6-36	17	85	$5.40	$6.60

Exhibit 12.

[redacted] Overhaul

Parts	Miles	Cost
1 - Crankshaft	- [redacted]	$ [redacted]
2 - Cylinder Block	- [redacted]	[redacted]
3 - Pistons	- [redacted]	[redacted]
4 - Rings	- [redacted]	[redacted]
5 - Timing Gear	- [redacted]	[redacted]
6 - Main Bearings	- [redacted]	[redacted]
7 - Connecting Rod Bearings	- [redacted]	$ [redacted]
8 - Oil Pump Gears	- [redacted]	$ [redacted]
Miscellaneous gaskets and fittings.		$ 35.00
		$321.40
Labor $65.40		
Price for overhauling: Labor		$ 69.40
Material		$321.40
Total		$315.80

Bus No.	Date of Overhaul	Miles Operated	Overhaul at 100,000 Miles Labor-Material	Mileage Left	Percentage Left	Value Left	Dollars
304	Base	65,472	$315.80	34,528	34%	$107.31	

Transmission.

	Cost
1 - Countershaft speed assembly including 1st, 2nd, and 3rd gears.	$60.15
1st, and 3rd speed sliding gear.	$18.90
3rd speed sliding gear.	$ 6.75
Reverse Gear.	$10.80
2 - Countershaft Bearings.	$10.30
3 - Sliding Shaft Bearings.	$16.50
	$81.90
Price for overhauling: Labor	$ 7.50
Material	$81.90
Total	$89.40

Bus No.	Date of Overhaul	Miles Operated	Miles Left	Percentage Left	Value Left	Dollars
304	10-10-36	4,528	95,472	95%	$84.10	$4

Exhibit 10.

Differential

	Cost
1 - Ring Gear	$ 69.00
2 - Pinion	[illegible]
3 - 2 Side Bearings	[illegible]
4 - 2 Side Bearing Cups	[illegible]
5 - 1 Front Pinion Bearing	[illegible]
6 - 1 Rear Pinion Bearing	[illegible]
7 - 4 Differential Gears	[illegible]
	$ 96.75

Price for overhauling: Labor $ 10.00
Material $ 96.75
Total $107.10

No.	Date of Overhaul	Mileage	Mileage Left	Percentage Left	Value Left	Difference
986	None	68,264	30,736	37%	$18.85	$88.19

REPORT

Equipment turned over by U. K. A. A. on Nov. 16, 1934.

1 G.M.C. Truck

Motor Details

Cylinder Number - 6
Type of Engine - Poppet Valve
Piston Displacement - 283
Bore - 4-1/4"
Stroke - 5-1/2"

Body Details

Passengers - 21
Standees - 18
Construction - Metal
Type - Transit

Differential Details

Make - Mack
Type - Bevel Gear
Axle - Full Floating

Brake Details

Type - 4 Wheel
Make - Mack
Power - Air

Transmission Details

Speed - 5
Location - Unit Construction

Tire Size

9.00 x 20

Wheel Construction - Steel Spoke

Truck No.		Date Last Engine Change	Engine Mileage	Total Mileage	Year
986	G.M. Mack	None	101,949	101,949	1934

Bus No.	Year	[illegible]	Age in Months	Months left	Percentage left	Value left
305	1922	3-20-26	30	24	80%	$4,000

Notice

Bus No.	Date of Paint	Age in Months	Percentage left	Value left	Paint
305	3-20-26	30	0%	———	$80.

Engine

Bus No. [illegible] Engine Overhaul

Parts	Miles	Cost Price	Discount	Cost
1 - Crankshaft	- 200,000	$ 70.00	10%	$ 59.50
2 - Cylinder Block	- 200,000	$ 82.50	15%	$ 70.13
3 - Pistons	- 100,000	$ 22.50	15%	$ 19.13
4 - Rings	- 50,000	$ 5.50	15%	$ 4.68
5 - Timing Gear	- 100,000	$ 20.00	15%	$ 17.00
6 - Main Bearings	- 100,000	$ 22.50	15%	$ 19.13
7 - Connecting Rod Bearings	- 100,000	$ 24.00	15%	$ 20.40
8 - Oil Pump Gears	- 50,000	$ 4.25	15%	$ 3.61
Miscellaneous Gaskets and Fittings		$ 38.00	10%	$ 33.72
		$382.45		$376.07

Labor $50.00

Price for overhauling:

Material $382.45	Labor	$ 50.00	
	Less 10%	- 376.07	
	Total	$432.07	

Bus No.	Date of Overhaul	Miles Operated	Overhaul at 200,000 Miles Labor-Material	Mileage left	Percentage left	Value left	Paint
305	None	101,940	$432.07	0	0%	———	$80.

Transmission

	Cost
1 - Countershaft speed assembly, including 1st, 2nd, gears.	$ [illegible]
1st, [illegible] speed sliding gears.	$ [illegible]
3rd speed sliding gears.	$ [illegible]
Reverse Gears.	$ [illegible]
2 - Countershaft Bearings.	$ [illegible]
3 - Sliding Shaft Bearings.	$ [illegible]
	$143.44

Price for overhauling: Labor $ 7.80
Material $143.44
Total $151.24

Ins No.	Date of Overhaul	Mileage	Mileage Left	Percentage Left	Value Left	Deficiency
325	None	101,949	0	0%	———	$151.24

Differential

	Cost
1 - Ring Gear 2 - Pinion	$ 56.25
3 - 2 Side Bearings	$ 12.00
4 - 2 Side Bearing Cups	$ 17.60
5 - 1 Front Pinion Bearing	$ 7.11
6 - 1 Rear Pinion Bearing	$ 15.37
7 - 4 Differential Gears	$ [illegible]
	$130.05

Price for overhauling: Labor $ 13.40
Material $130.05
Total $143.45

Ins No.	Date of Overhaul	Mileage	Mileage Left	Percentage Left	Value Left	Deficiency
325	None	101,949	0	0%	———	$143.45

[redacted]

[redacted]

[redacted]

Bill of Sale, Engine Overhaul

Parts	Miles	Cost
1 - Crankshaft	- [illegible]	[illegible]
8 - Cylinder Sleeves	- [illegible]	[illegible]
16 - Pistons	- [illegible]	[illegible]
4 - Rings	- [illegible]	[illegible]
1 - Timing Chain	- [illegible]	[illegible]
1 - Main Bearings	- 100,000	[illegible]
1 - Connecting Rod Bearings	- 100,000	$ 17.60
1 - Oil Pump Gears	- 50,000	$ 5.00
1 - Cylinder Head	- [illegible]	[illegible]
Miscellaneous Gaskets and Fittings		$ 15.00
		$[illegible]

Labor $40.00

Price for overhauling: Labor $ 40.00
Material [illegible]

Total $[illegible]

Job No.	Date of Overhaul	Miles Operated	Overhaul at 100,000 Miles Labor-Material	Mileage Left	Percentage Left	Value Left	Fulfillment
48	8-14-39	116,770	$[illegible]	0	0%	----	$[illegible]

Transmission

	Cost
1 - Countershaft speed assembly including 1st, 2nd, and driving gears.	$[illegible]
1st and 2nd speed sliding gear.	$17.50
3rd speed sliding gear.	$ 5.00
Reverse Gear.	$ 5.00
2 - Countershaft Bearings	$ 4.00
2 - Sliding Shaft Bearings	$ 4.00
	$[illegible]

Price for overhauling: Labor $ 9.00
Material [illegible]

Total $[illegible]

Job No.	Date of Overhaul	Miles	Mileage Left	Percentage Left	Value Left	Fulfillment
48	8-8-39	17,241	82,759	83%	$70.00	$15.00

Exhibit 19.

Differential.

		Cost
1 - Ring Gear		
2 - Pinion		
3 - 2 Side Bearings		
4 - 2 Side Bearing Cups		
5 - 1 Front Pinion Bearing		
6 - 1 Rear Pinion Bearing		
7 - 4 Differential Gears		

Price for overhauling: Labor
Material
Total

Bus No.	Date of Overhaul	Kilems	Kilems left	Percentage left	Value left
482	8-14-28	118,979	0	95	

Equipment

Equipment turned over to G. M. & N. on Nov. 14, 1928.

A-28-A-G.M.

Engine Details

Cylinder Number - 6
Type of Engine - Poppet Valve
Piston Displacement - 477
Bore - 4-1/2"
Stroke - 5"

Body Details

Passengers - 29
Standees - 13
Construction - Metal
Type - Transi

Differential Details

Make - Timken
Type - Bevel Gear
Axle - Unit Floating

Brake Details

Type - 4 Wheel
Make - Timken
Lever - Left

Transmission Details

Speed - 5
Location - Unit Construction

Tire Size

Wheel Construction - Steel Disc

Bus No.		Date Last Engine Changed	Engine Kilems	Total Kilems	In
482	ACF B-15	None	110,488	110,488	19
483	"	None	114,134	114,134	19
484	"	None	107,143	107,143	19
485	"	None	108,574	108,574	19

Exhibit 19.

Engine No.	Year	Remarks	Age in Months	Months left	Percentage left	Value left
482	1925	9-25-25	14	70	83%	$7,000.00
483	1925	9-25-25	14	70	83%	$7,000.00
484	1925	9-25-25	14	70	83%	$7,000.00
485	1925	9-25-25	14	70	83%	$7,000.00

Paint

Engine No.	Date of Paint	Age in Months	Percentage left	Value left	Difference
482	9-27-25	14	83%	$80.70	$89.30
483	9-23-25	14	83%	$80.70	$89.30
484	9-25-25	14	83%	$80.70	$89.30
485	9-25-25	14	83%	$80.70	$89.30

9-16 A.C.F. Engine Overhaul

Parts	Miles	Cost
1 - Crankshaft	- 200,000	$110.00
2 - Cylinder Sleeve	- 100,000	$ 82.20
3 - Pistons	- 100,000	$ 69.30
4 - Rings	- 80,000	$ 8.75
5 - Timing Chain	- 100,000	$ 15.00
6 - Main Bearings	- 100,000	$ 78.44
7 - Connecting Rod Bearings	- 100,000	$ 17.40
8 - Oil Pump Gears	- 80,000	$ 5.80
9 - Cylinder Head	- 200,000	$100.00
Miscellaneous Gaskets and fittings.		$ 15.00
		$501.74

Labor $88.40

Price for overhauling: Labor $ 88.40
Material 501.74
Total $590.14

Engine No.	Date of Overhaul	Miles Operated	Overhaul at 100,000 Miles Labor-Material	Mileage left	Percentage left	Value left	Difference
482	None	110,488	$590.14	0	0%	------	$590.14
483	None	114,136	$590.14	0	0%	------	$590.14
484	None	107,148	$590.14	0	0%	------	$590.14
485	None	100,974	$590.14	0	0%	------	$590.14

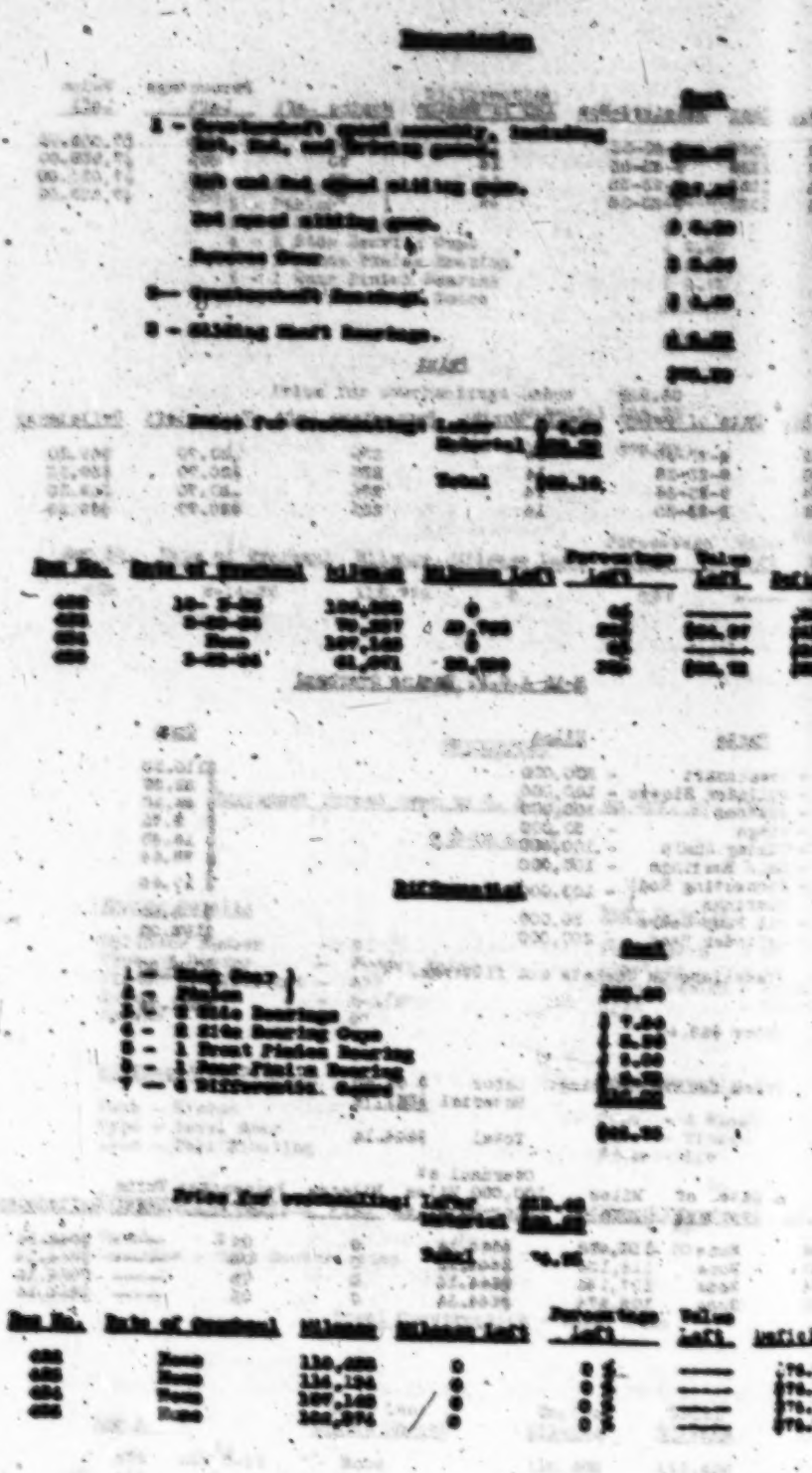
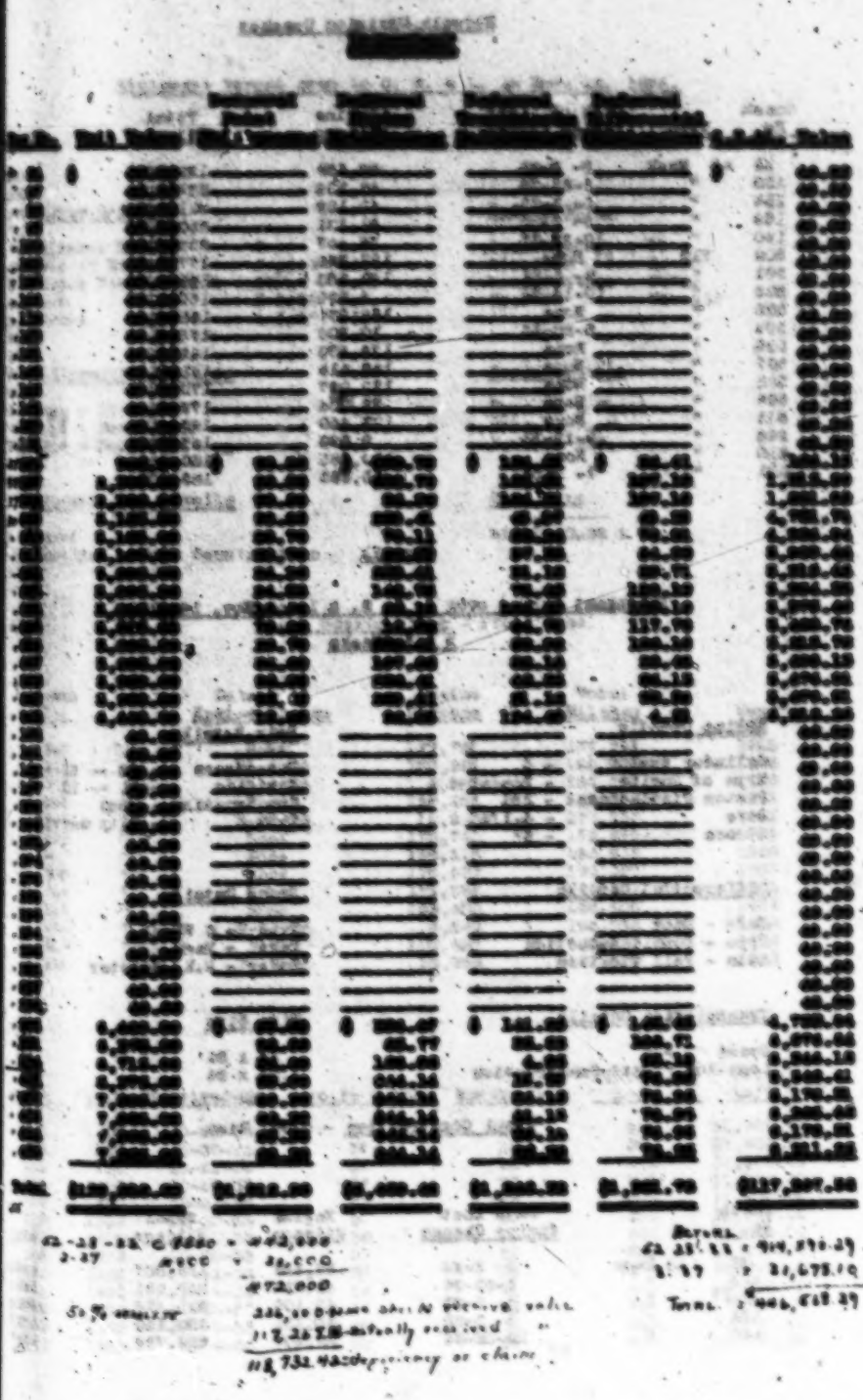


Exhibit 28.



1940

Exhibit 19.

Norwalk Division Service

Coach No.	Type	Date of Last Engine Change	Engine Mileage	Total Mileage	Inc
98	AS Buick	9- 8-40	88,830	130,807	1934
132	"	7-20-40	89,288	207,041	1933
134	"	9- 5-40	88,150	201,078	1933
135	"	9- 5-40	89,131	200,000	1937
136	"	10-28-40	88,497	200,000	1937
200	V16	Demo	177,788	177,788	1940
201	"	8- 6-40	180,888	180,888	1940
202	"	10-14-40	4,394	180,888	1940
203	"	Demo	180,888	180,888	1940
204	"	8-28-40	10,000	178,888	1940
205	"	Demo	178,478	180,888	1940
206	"	Demo	180,818	180,818	1940
207	"	Demo	170,007	170,007	1940
208	"	Demo	178,184	178,184	1940
209	"	Demo	180,888	180,888	1940
210	"	9-15-40	8,888	180,888	1940
211	"	Demo	180,888	180,888	1940
212	"	7- 8-40	88,888	180,888	1940

Redbrook Bulletin cover to be P. & L. as on Nov. 10, 1940.

Engine Bulletin

Cylinder Number - 8
Type of Engine - Poppet
Piston Displacement - 320
Bore - 3-1/2"
Stroke - 5"

Drive Bulletin

Transmission - 88 — 98
Standard - 11 — 13
Construction - Steel
Type - Silv Servic

Differential Bulletin

Make - Buick
Type - Double Reduction
Axle - Full Floating

Brake Bulletin

Type - 2 Wheel
Make - Buick
Power - A.C. Booster

Transmission Bulletin

Speed - 4
Location - Unit Construction

Tire Size

32 x 6
7.50 x 20

Wheel Construction - Steel Disc

Coach No.		New Tire Engine Change	Engine Mileage	Total Mileage	Inc
98	AS Buick	9- 8-40	88,830	130,807	1934
132	"	7-20-40	89,288	207,041	1933
134	"	9- 5-40	88,150	201,078	1933
135	"	9- 5-40	89,131	200,000	1937
136	"	10-28-40	88,497	200,000	1937

Bus No.	Year	Amt. in Service	Bal. Value on Acct.	Remarks-Use	Remarks-Ot
98	1934	168	$40.00		
132	1933	134	$40.00		1-23-34
134	1933	134	$40.00		9-14-51
135	1937	107	$40.00		1-13-37

Exhibit 29.

Appendix

Equipment Layout given to U. P. S. L. on Nov. 15, 1934.

10 T.D. 712

Motive Details

Cylinder Number - 6
Type of Engine - Poppet Valve
Piston Displacement - 697.5
Bore - 8-7/16"
Stroke - 6-5/8"

Rear Details

Passengers - 80
Standees - 0
Construction - Metal
Type - Timken

Differential Details

Make - Timken
Type - Bevel Gear
Axle - Full Floating

Brake Details

Type - 4 Wheel
Make - G. M.
Power - Elec.

Transmission Details

Speed - 5
Location - Unit Construction

Tire Size

Single 6.00 x 20

Wheel Construction - Steel Disc

Coach No.		Date Last Motive Changes	Engine Mileage	Total Mileage	Year
830	712	Rear	177,728	177,728	1928
831	"	8- 8-34	180,[illegible]	180,[illegible]	1928
832	"	10-14-34	6,254	180,581	1928
833	"	Rear	180,[illegible]	180,[illegible]	1928
834	"	8-20-34	10,[illegible]	173,[illegible]	1928
835	"	Rear	172,745	172,[illegible]	1928
836	"	Rear	168,[illegible]	168,[illegible]	1928
837	"	Rear	179,[illegible]	179,[illegible]	1928
838	"	Rear	179,[illegible]	179,[illegible]	1928
839	"	Rear	168,650	168,650	1928
840	"	9-10-34	8,[illegible]	168,[illegible]	1928
841	"	Rear	180,[illegible]	180,[illegible]	1928

No. No.	Year	Received-Rev	Age in Months	Months left	Percentage left	Value left
[illegible]	1928	10-31-28	37	83	[illegible]	$1,000.00
[illegible]	1928	10-28-28	37	83	[illegible]	$1,000.00
[illegible]	1928	10-31-28	37	83	[illegible]	$1,000.00
[illegible]	1928	10-30-28	37	83	[illegible]	$1,000.00
[illegible]	1928	10-31-28	37	83	[illegible]	$1,000.00
[illegible]	1928	10-30-28	37	83	[illegible]	$1,000.00
[illegible]	1928	11- 1-28	36	84	40%	$8,000.00
[illegible]	1928	10-30-28	37	83	[illegible]	$1,000.00
[illegible]	1928	10-31-28	37	83	[illegible]	$1,000.00
[illegible]	1928	11- 9-28	36	84	40%	$8,000.00
[illegible]	1928	10-30-28	37	83	[illegible]	$1,000.00
[illegible]	1928	11- 9-28	36	84	40%	$8,000.00
[illegible]	1928	8- 6-34	36	57	44%	$3,000.00

Exhibit 19.

Exhibit 19

Transmission

	Each
1 - Transmission's speed assembly including 2nd, 3rd, and 4th gears.	$15.00
1st and 2nd speed sliding gear.	$ 6.00
2nd speed sliding gear.	$ 5.00
Reverse Gear.	$ 6.10
4 - Countershaft Bearings	$ 1.40
2 - Sliding Shaft Bearings	$ 0.10
	$40.70

Price for overhauling: Labor $ 7.00
Material $30.70
Total $40.70

No.	Date of Original	Miles	Miles left	Percentage left	Value left	Deficiency
1	2- 1-28	28,000	37,861	57%	$25.70	$30.07
2	2- 1-28	11,048	80,197	82%	$33.71	$ 6.58
3	2- 1-28	68,044	80,000	82%	$33.71	$16.99
4	2-10-28	80,100	80,000	82%	$33.71	$15.04
5	2-10-28	12,000	80,000	82%	$33.71	$ 7.76
6	2-10-28	18,000	81,181	82%	$33.71	$ 9.83
7	2-10-28	11,000	80,171	82%	$33.71	$15.15
8	2-10-28	22,770	77,000	79%	$32.97	$11.16
9	2- 1-28	22,041	79,000	81%	$33.77	$14.14
10	2-10-28	22,100	82,000	84%	$34.78	$15.78
11	2-10-28	12,179	80,000	82%	$33.80	$ 8.88
12	2-10-28	0,000	80,000	82%	$33.80	$ 0.00
13	2-11-28	27,954	82,000	84%	$34.60	$18.44

Differential

	Each
1 - Ring Gear	$11.00
2 - Pinion	$ 2.70
3 - 2 Side Bearings	$ 2.10
4 - 2 Side Bearing Caps	$ 2.00
5 - 1 Front Pinion Bearing	$ 1.00
6 - 1 Rear Pinion Bearing	$ 1.00
7 - 4 Differential Gears	$ 2.00
	$44.00

Price for overhauling: Labor $20.00
Material $24.00
Total $44.00

No.	Date of Original	Miles	Miles left	Percentage left	Value left	Deficiency
1	2-17-28	40,100	80,000	82%	$28.11	$28.89
2	1-28-28	40,971	80,000	82%	$30.44	$25.31
3	2-17-28	11,727	80,173	82%	$27.98	$ 6.22
4	2-17-28	30,000	79,000	81%	$27.63	$11.68
5	2- 1-28	41,000	80,197	82%	$31.57	$23.86
6	1-28-28	68,700	80,000	82%	$31.58	$28.40
7	2-17-28	21,000	80,000	82%	$28.13	$28.00
8	2-17-28	21,000	80,000	82%	$28.08	$ 9.80
9	2-17-28	19,000	80,000	82%	$28.08	$ 9.80
10	2-17-28	41,000	80,000	82%	$28.08	$28.00
11	2-17-28	0	0	0%	$ 0.00	$28.00
12	2-17-28	110,000	0	0%	$ 0.00	$28.00
13	2-17-28	24,000	80,701	82%	$28.00	$19.00
14	2-17-28	37,000	80,710	82%	$28.00	$20.00
15	2-17-28	0,004	80,000	82%	$28.00	$ 0.01

Exhibit 19.

Remark

Bus No.	Unit Value	Preferred Point Difference	Preferred Engine Difference	Preferred Transmission Difference	Preferred Differential Difference	Preferred R.E.A. Idle Difference
99	$ 40.00					$
123	40.00					
124	40.00					
125	40.00					
126	40.00					
200	40.00					
201	1,000.00	$ 16.00	$ 201.00	$ 20.07	$ 20.00	$ 1,257.07
202	1,000.00	9.00	201.00	8.00	20.00	1,238.00
203	1,000.00	18.00	10.07	14.07	20.00	1,062.14
204	1,000.00	8.00	201.00	13.04	11.00	1,233.04
205	1,000.00	8.00	20.10	7.92	20.00	1,056.02
206	1,000.00	16.00	201.00	8.22	20.00	1,245.22
207	1,000.00	13.00	201.00	15.03	20.00	1,249.03
208	1,000.00	8.00	201.00	11.16	20.00	1,240.16
209	1,000.00	8.00	201.00	14.00	20.00	1,243.00
211	1,000.00	19.00	201.00	20.78	20.00	1,260.78
212	1,000.00	10.00	10.15	8.28	20.00	1,048.43
213	1,000.00	8.00	201.00	8.00	20.00	1,237.00
214	1,000.00	1.00	110.71	10.44	2.00	1,134.15
Total	$14,000.00	$201.00	$1,976.00	$170.79	$201.00	$18,548.00

5 - Jeeps @ $500 = $2,500
13 - 2½ - @ 5000 = 65,000
$67,500

Grand Total $ 87,972.15

5% reserve

$3,760.00 Should have rec'd value
22,975 Quake rec'd
34,774.44 Difference or claim

New British Division

Coach No.		Date Last Motor Change	Engine Mileage	Total Mileage	Year
87	50 White	11-10-50	80,132	311,118	1925
88	"	8- 2-40	71,137	271,226	1925
89	"	8- 2-41	68,000	297,121	1925
90	"	8-20-50	114,319	344,773	1925
91	50A White	7-21-54	70,256	316,775	1924
92	"	1-15-55	80,240	315,778	1925
93	"	8-20-50	38,231	308,536	1925
94	"	7-21-50	53,648	468,473	1925
95	"	8-20-50	170,228	377,618	1925
197	2800 Yellow	8- 2-54	6,000	240,781	1926
198	"	8- 2-55	10,402	338,622	1926
199	50B White	7-21-50	223,447	407,827	1926
200	"	8- 2-55	80,000	414,563	1926
201	"	8-17-51	296,088	466,864	1926
217	9A2 Yellow	8- 2-55	16,000	181,180	1935
218	"	8-10-55	64,000	179,687	1935
219	"	8-20-55	80,706	253,854	1935

Exhibit 19.

[redacted]

[redacted] Division

[redacted] Equipment Turned over to U. S. A. on Nov. 15, 1938.

4 - 33 Chiles

[redacted] Details

[redacted] Number - 4
[redacted] - Poppet Valve
[redacted] - 3½"
[redacted] - 4"
[redacted] - 5-6/4-

Body Details

Passengers - 29
Standees - 11
Construction - Wood - Metal
Type - City Service

[redacted] Details

[redacted] - White
[redacted] - Wheel Gear
[redacted] - Steel Floating

Brake Details

Type - 2 Wheel
Make - White
Power - Mechanical

[redacted] Details

[redacted] - 5 Speed.
[redacted] - Unit Construction

Tire Size

36 x 6

Wheel Construction - Steel Disc

Coach No.		Date Last Engine Changed	Engine Mileage	Total Mileage	Year
47	30 White	11-12-30	98,180	821,118	1923
48	"	2- 5-29	71,127	871,585	1923
50	"	2- 3-31	68,305	897,151	1923
52	"	8-20-29	114,219	844,773	1923

Coach No.	Year	Age in Months	Estimated Value as Scrap	Received — S. H.
47	1923	180	$40.00	10-19-38
48	1923	180	$40.00	9-24-36
50	1924	180	$40.00	12-23-24
52	1923	180	$40.00	4- 1-35

Bus Details

Equipment current owned by [illegible] on Nov. 10, 1936.

[illegible] Valley

Engine Details

Cylinder Number - 6
Type of Engine - [illegible] Valve
Piston Displacement - [illegible]
Make - [illegible]
Stroke - [illegible]

Body Details

Passengers - 29
Number - 11
Construction - [illegible]
Type - [illegible]

Differential Details

Make - [illegible]
Type - [illegible]
Axle - [illegible]

Frame Details

Type - 2 Wheel
Make - [illegible]
Power - D.C. Motor

Transmission Details

Speed - 5 Speed.
Location - Unit Construction

Tire Size

36 x 8

Chassis Construction - Steel Disc

Coach No.		Date Last Engine Change	Engine Mileage	Total Mileage	Age
80	80-A White	7-26-34	78,288	316,779	10
83	"	1-15-35	39,888	315,778	10
89	"	2-20-36	35,851	302,836	10
90	"	7-31-35	35,449	288,873	10
91	"	2-20-36	170,225	277,614	10

Bus No.	Year	Age in Months	Rt. Value as Owned	Received-S.S.	Received-Co
80	1926	120	$40.00	2-20-35	
83	1926	120	$40.00	4- 1-30	
89	1926	120	$40.00	10-20-29	
90	1926	120	$40.00		8-29-35
91	1926	120	$40.00		8-29-35

Bus Britain

Equipment covered under by R. R. C. A. on Nov. 16, 1936.

S.-- R-[illegible]

Engine Details

Cylinder Number - 6
Type Of Engine - Sleeve
Motor Displacement - 460
Bore - 4-1/4"
Stroke - 5-1/8"

Differential Details

Make - Timken
Type - Worm
Ratio - Semi Floating

Transmission Details

Speed - 4 Speed.
Location - Midship

Body Details

Passengers - 29
Standees - 11
Construction - Steel-Metal
Type - City Service

Brake Details

Type - 2 wheel
Make - Timken
Power - B.K. Booster

Tire Size

32 x 6
7.50 x 24

Wheel Construction - Steel Disc

Coach No.		Date Last Engine Changed	Engine Miles	Total Miles	Year
137	2-300	6-8-36	5,000	240,781	1936
138	"	7-8-36	10,402	238,042	1936

Coach No.	Year	Age in Months	Est. Value as Scrap	Received-R.R.	Received-Bus
137	1936	107	$40.00		12-3-36
138	1936	118	$60.00	8-15-27	

Bus Article

Equipment owned as of C. T. & I. on Dec. 31, 1934.

5 - 30-3 White

Engine Details

Cylinder Number - 6
Type of Engine - Poppet Valve
Piston Displacement - 3827
Bore - 4-1/2"
Stroke - 5-3/4"

Body Details

Passengers - 29
Standees - 11
Construction - Steel
Type - City Design

Differential Details

Make - White
Type - Semi-Float
Axle - Semi Floating

Brake Details

Type - 2 Shoe
Make - White
Power - Air

Transmission Details

Speed - 3 Speed
Location - Unit Construction

Tire Size

36 x 6

Steel Construction - Steel Disc

Coach No.		Date Last Engine Change	Engine Miles	Total Miles	
200	30-3 White	7-21-33	398,027	427,027	
220	"	5- 2-28	93,000	414,548	
225	"	8-11-31	294,000	400,044	

Bus No.	Year	Age in Months	Bal. Value on Books	Received -
200	1926	112	$60.00	11-23-
220	1926	112	$60.00	1- 1-
225	1926	112	$60.00	8- 1-

Exhibit 19.

[illegible]

Equipment turned over to U. S. A. on Nov. 16, 1938.

T - Y.C. 712

Motor Details

Cylinder Number - 6
Type of Engine - Poppet Valve
Piston Displacement - 257.5
Bore - 3-7/16"
Stroke - 4-5/8"

Body Details

Passengers - 20
Windows - 8
Construction - Metal
Type - Transit

Differential Details

Make - Timken
Type - Bevel Gear
Axle - Full Floating

Brake Details

Type - 4 Wheel
Make - G.M.C.
Power-HYD.

Transmission Details

Speed - 3 Speed
Location - Unit Construction

Tire Size

Single 8.25 x 20

Wheel Construction - Steel Disc

Coach No.		Date Last Engine Change	Engine Mileage	Total Mileage	Year
517	Y.C. 712	8- 8-36	18,898	181,190	1933
518	"	3-16-36	44,000	178,487	1933
519	"	8-20-35	60,706	203,856	1933

Coach No.	Year	Received-Buy	Age in Months	Months left	Percentage left	Value left
517	1933	11-11-33	36	24	40%	$2,000.00
518	1933	11-11-33	36	24	40%	$2,000.00
519	1933	11-11-33	36	24	40%	$2,000.00

Paint

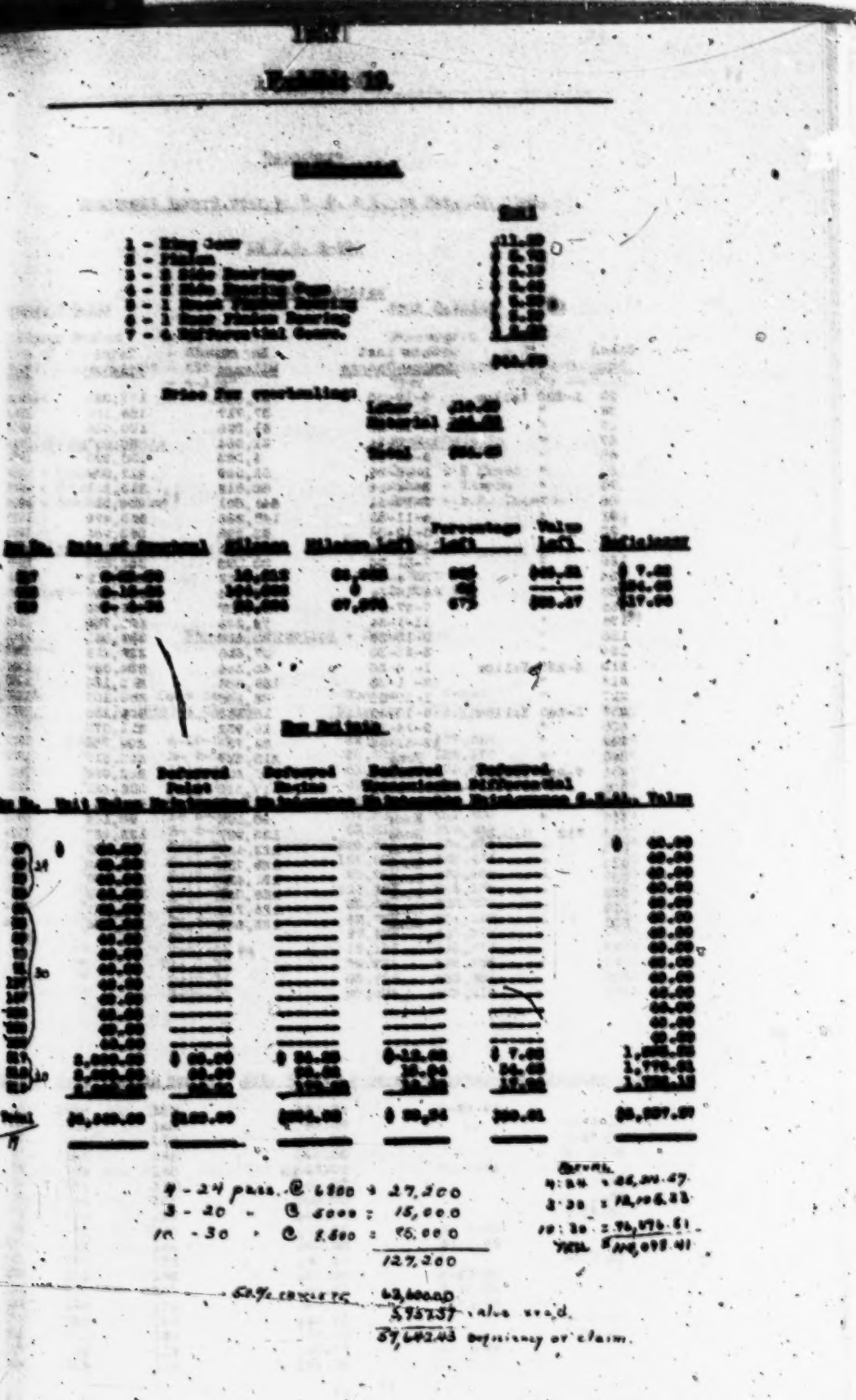
No.	Date of Paint	Age in Months	Percentage left	Value left	Definiency
7	11-11-33	36	0%	----------	$60.00
8	11-11-33	36	0%	----------	$60.00
9	11-11-33	36	0%	----------	$60.00

[illegible]

[illegible]

[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1 - [illegible]					
2 - [illegible]					
3 - [illegible]					
4 - [illegible]					
5 - [illegible]					
6 - [illegible]					
7 - [illegible]					
8 - [illegible]					
9 - [illegible]					
[illegible]					
[illegible]					

Exhibit 10.



4 - 24 pass. @ 6800 = 27,200
3 - 20 " @ 5000 = 15,000
10 - 30 " @ 5600 = 56,000
127,200

Survey
4:24 = 26,201.47
3:20 = 12,106.23
10:30 = 76,176.61
Total $114,483.41

62½% ownership 63,000.00
$ 757.37 value wood
37,642.63 ownership or claim.

Exhibit 19.

Interchange Division

Coach No.			Date Last Boring Change	Engine Mileage	Total Mileage
85	2-8-0	Baldwin	6-10-08	38,858	177,858
86	"	"	2- 9-08	37,719	186,181
87	"	"	11-12-08	61,898	190,010
88	"	"	1 - 8-08	81,964	324,927
89	"	"	9-25-08	4,888	329,806
90	"	"	1 -6-08	58,849	413,039
91	"	"	2- 2-08	58,810	413,911
92	"	"	8-13-01	948,811	454,888
93	"	"	6-11-08	167,886	503,076
94	"	"	8-12-08	58,858	503,934
95	"	"	1-11-01	1,101,000	1,101,000
150	"	"	7-21-08	58,088	333,881
154	"	"	2- 6-08	57,788	337,787
155	"	"	4-16-08	57,788	337,787
156	"	"	7-25-08	58,888	444,888
157	"	"	11-1-08	58,888	338,888
158	"	"	8-15-08	58,888	338,888
159	"	"	9-26-08	58,888	338,888
215	2-8-0	Baldwin	1- 6-08	58,888	338,888
216	"	"	12- 1-08	58,888	338,888
217	"	"	1-18-08	58,888	338,888
218	2-8-0	Baldwin	6-16-08	58,888	338,888
219	"	"	8-14-08	58,888	338,888
220	"	"	12-21-08	58,888	338,888
221	2-8-0	Baldwin	4-21-08	58,888	338,888
222	"	"	7- 6-08	58,888	338,888
496	2-10	A.C.F.	17,312	58,888	338,888
497	"	"	None	58,888	338,888
554	712	G.L.C.	None	58,888	338,888
555	"	"	None	58,888	338,888
556	"	"	None	58,888	338,888
557	"	"	None	58,888	338,888
558	"	"	None	58,888	338,888
559	"	"	None	58,888	338,888
560	"	"	None	58,888	338,888

Exhibit 19.

Schedule

Equipment leased under No. C. P. S. A. L. as of Dec. 31, 1934.

18 T. C. P. [illegible]

Motor Details

Cylinder Number - 6
Type of Engine - Sleeve
Piston Displacement - 468
Bore - 4-1/2"
Stroke - 5-1/2"

Body Details

Passengers - 29
Windows - 11
Construction - Steel-Metal
Type - City Service

Differential Details

Make - Timken
Type - Semi
Axle - Semi Floating

Brake Details

Type - 2 Wheel
Make - Timken
Power - P.F. Booster

Transmission Details

Speed - 4 Speed
Location - Midship

Tire Size

32 x 6
7.50 x 24

Wheel Construction - Steel Disc

Coach No.		Date Last Motor Change	Engine Mileage	Total Mileage	Year
[illegible]	2-200	4-10-34	58,816	177,882	1934
87	"	8- 5-33	87,717	186,134	1933
88	"	11-14-34	61,250	190,015	1934
89	"	1- 6-34	91,984	334,887	1934
90	"	8-20-33	4,382	250,809	1934
91	"	1- 6-34	82,369	213,089	1934
92	"	8- 5-34	88,218	213,261	1934
93	"	8-18-31	348,881	454,866	1933
94	"	4-11-34	197,996	345,479	1933
95	"	1-13-34	98,298	343,984	1933
96	"	1-11-34	100,888	344,188	1933
97	"	7-31-34	88,088	295,839	1933
98	"	8- 4-34	80,788	281,558	1933
99	"	4-16-34	97,876	347,347	1933
100	"	7-27-34	10,187	446,778	1933
101	"	11- 1-34	79,258	335,788	1934
102	"	9-15-34	88,488	339,881	1934
103	"	8-20-34	87,884	340,418	1934

Bd. No.	Year	Age in Months	Bd. Value as Given	Received-Mos	Received- S.H.
85	1934	132	$40.00	8-29-34	
86	1934	148	40.00		4- 6-30
87	1934	148	40.00		8-27-34
88	1934	148	40.00		3- 4-34
89	1934	148	40.00	9- 8-34	
90	1934	148	40.00		4- 1-33
91	1934	148	40.00		4- 8-33
92	1934	148	40.00		8-18-30
93	1933	134	40.00		
94	1933	140	40.00	8- 8-33	
95	1933	140	40.00	8- 8-33	
96	1933	134	40.00		8-16-34
97	1933	139	40.00	8-23-34	
98	1933	139	40.00	8-23-34	
99	1933	139	40.00	8-24-34	
100	1933	134	40.00		4-30-34
101	1934	134	40.00		1-11-27
102	1934	134	40.00	12- 8-33	
103	1934	119	40.00	12- 8-34	

Exhibit 19.

[redacted]

[redacted]

[redacted]

Exhibit 19.

[illegible]

Part	Miles	Last Order	Renewal	Cost
1 - Crankshaft	- 200,000	[illegible]	[illegible]	[illegible]
2 - Cylinder Block	- 200,000	[illegible]	[illegible]	[illegible]
3 - Pistons	- 100,000	[illegible]	[illegible]	[illegible]
4 - Rings	- 80,000	[illegible]	[illegible]	[illegible]
5 - Timing Chain	- 150,000	[illegible]	[illegible]	[illegible]
6 - Main Bearings	- 150,000	[illegible]	[illegible]	[illegible]
7 - Connecting Rod Bearings	- 100,000	$ 10.00	30%	$ 13.00
8 - Cylinder Sleeves	- 150,00.	[illegible]	[illegible]	[illegible]
9 - Push Rods	- 100,000	[illegible]	[illegible]	[illegible]
10 - Sleeve Nuts	- 100,000	[illegible]	[illegible]	[illegible]
11 - Oil Pump Gears	- 80,000	[illegible]	[illegible]	[illegible]
Miscellaneous Gaskets and Fittings		[illegible]	20%	[illegible]
Labor $88.00		$200.00		$240.00

Price for overhauling:

Labor $ 88.00

Material $200.00 less 20% = [illegible]

Total $ 288.00

Job No.	Date of Overhaul	Miles Operated	Overhaul at 150,000 Miles [illegible]	Mileage Left	Percentage Left	Value Left	Reclaimed
215	1- 6-38	48,000	$288.00	34,000	34%	$ 98.47	$200.00
216	12-1-37	150,000	$288.00	0	0%	------	$288.00
217	1-10-38	48,000	$288.00	11,700	11%	$ 47.07	$200.00

Transmission

	Cost
1 - Countershaft speed assembly, including 1st, 2nd, and 3rd gears.	$ 61.00
1st, and 2nd speed sliding gear.	$ 48.00
3rd and 4th speed sliding gear.	$ 19.00
Reverse Gear.	$ 10.00
2 - Countershaft Bearings	$ 12.81
2 - Sliding Shaft Bearings.	$ 24.00
	$176.81

Price for overhauling: Labor $ 7.00

Material $176.81

Total $183.81

Job No.	Date of Overhaul	Miles	Miles Left	Percentage Left	Value Left	Reclaimed
215	None	201,000	0	0%	------	$104.81
216	None	188,148	0	0%	------	$104.81
217	None	209,000	0	0%	------	$104.81

Exhibit 19.

[illegible]

		Cost
1 - Worm		$ 30.31
2 - Worm		69.63
3 - 2 Axle Shafts		5.06
4 - 2 Axle Bearing Caps		10.68
5 - 1 Front Worm Bearing		7.65
6 - 1 Rear " "		10.68
7 - 4 Differential Gears		15.98
8 - 2 Rear Hub Caps		1.60
		$199.70

Price for Spartanburg

Labor	$ 10.60
Material	[illegible]
Total	$148.13

Bus No.	Date of Overhaul	Mileage	Mileage Left	Percentage Left	Value Left	Mileage
833	[illegible]	97,697	78,035	79%	$104.68	$ 61.47
836	10- [illegible]	100,351	[illegible]	[illegible]	[illegible]	148.13
837	[illegible]	80,788	10,974	13%	$ 88.14	119.89

[illegible]

[illegible] owned over by C. R. & L. on Sept. 15, 1930.

A [illegible]

Motor Details

Cylinder Number - 6
Type of Engine - Poppet Valve
Piston Displacement - 413
Bore - 4-1/2"
Stroke - 6-1/2"

Axle Details

Passengers - 27 and 35
Wheels - 34 and 38
Construction - Steel-Steel
Type - City Service

Differential Details

Make - Timken
Type - Worm
Axle - Full Floating

Brake Details

Type - Rear Wheel
Make - Timken
Power - Air

Transmission Details

Speed - 4 Speed
Location - Middle

Tire Size

9.75 x 20

Final Construction - Steel Disc

Coach No.		Date Last Motor Change	Engine Mileage	Total Mileage	Year
827	1-240	8-16-34	16,145	806,828	1930
828	"	8-16-34	19,888	811,628	1930
829	"	10-21-30	20,797	820,795	1930
830	"	None	815,819	818,817	1930

Exhibit 19

Year	Overhauled	Add'l Miles	Miles Left	Percentage Left	Value Left
1950	1-[illegible]-51	75	0	[illegible]	[illegible]
1950	1-9-51	75	0	[illegible]	[illegible]
1950	1-9-51	75	0	[illegible]	[illegible]
1950	1-9-51	75	0	[illegible]	[illegible]

Point

Date of Point	Add'l Miles	Percentage Left	Value Left	Difference
8-12-54	0	70%	$60.75	$4.50
8-17-54	10	[illegible]	[illegible]	[illegible]
7-10-54	6	[illegible]	[illegible]	[illegible]
8- 6-54	14	[illegible]	[illegible]	[illegible]

69 Jo.

2-540 Engine Overhaul

Item	Miles	List Price	Discount	Cost
Camshaft	- 800,000	$138.00	30%	$ 77.28
Timer Block	- 800,000	$ 97.20	30%	$ 68.04
Frame	- 100,000	$ 60.00	30%	$ 42.00
Cap	- 80,000	$ 8.40	30%	$ 5.88
Cam Chain	- 100,000	$ 18.90	30%	$ 13.23
Main Bearings	- 100,000	$ 25.20	30%	$ 17.64
Connecting Rod Bearings	- 100,000	$ 12.10	30%	$ 8.48
Water Pump Impeller	- 50,000	$ 8.85	30%	$ 5.78
Cylinder Head	- 800,000	$121.00	30%	$ 84.70
Miscellaneous gaskets and fittings		$ 15.00	30%	$ 10.50
Labor 348.40		$406.97		$340.39

Labor for overhauling:

Material $406.97 Labor [illegible] $ 68.40
less 30% $ 340.39

$406.79

Date of Overhaul	Miles Operated	Overhaul at 100,000 Miles Labor-Material	Miles Left	Percentage Left	Value Left	Diff.
8-10-54	16,143	$406.79	83,856	84%	$334.32	$ 65.07
8-14-54	19,538	$406.79	80,060	80%	$322.32	$ 80.34
10-21-54	38,787	$406.79	60,213	60%	$241.67	$161.12
None	215,819	$406.79	0	0%	------	$406.79

Exhibit 14.

Requisition

1 - Overhead crane assembly including 10-ton, 5-ton, and 3-ton cores.	$ [illegible]
1-ton and 5-ton spool sliding cores.	$ [illegible]
3-ton and 10-ton spool sliding cores. Bronze Cone.	[illegible]
3 - Counterweights complete.	[illegible]
3 - Sliding Shaft Bearings.	[illegible]
	[illegible]

Price for overhauling: Labor $ 7.50
Material [illegible]
Total [illegible]

Req. No.	Date of Shipment	Mileage	Mileage Left	Percentage Left	Value Left	Deficiency
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

Requisition

1 - Rods	[illegible]
1 - Spool	[illegible]
1 - 2 Side Bearings	[illegible]
1 - 2 Side Bearing Caps	[illegible]
1 - 1 Bumper Plate Bearing	[illegible]
1 - 1 Shaft Plate Bearing	[illegible]
7 - 4 Differential Cores	[illegible]
8 - 2 Inner Plate Caps	[illegible]
	$197.75

Price for overhauling: Labor $ 10.00
Material [illegible]
Total [illegible]

Req. No.	Date of Shipment	Mileage	Mileage Left	Percentage Left	Value Left	Deficiency
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

Exhibit 19.

[illegible]

[illegible] as of Dec. 31, 1952.

[illegible]

[illegible] Details

[illegible] = 6
[illegible] = Poppet Valve
[illegible] = [illegible]
[illegible] = [illegible]
[illegible] = [illegible]

Duty Details

[illegible] = 30
[illegible] = 11
[illegible] = Metal- Lead
[illegible] = City Service

[illegible] Details

[illegible] = Timken
[illegible] = Steel Gear
[illegible] = Roll Fire Clay

Engine Details

Type = 6 Wheel
Make = Timken
Power = Air

[illegible] Details

[illegible] = 6 Speed
[illegible] = Roll Gear transition

Tire Size

24.75 x 32

Wheel Construction - Steel Disc

[illegible]		Date Last Engine Change	Engine Mileage	Total Mileage	Year
[illegible]	T-600	6-21-50	27,000	810,000	1952
[illegible]	T- 600	T- 6-50	17,312	370,421	1951

[illegible]	Year	Manufacturer's No.	Age in Months	Months Left	Depreciation Left	Value Left
[illegible]	1951	2-10-51	24	60	[illegible]	$2,000.00
[illegible]	1951	11- 6-50	24	60	[illegible]	$5,000.00

Axles

[illegible]	Date of Point	Age in Months	Depreciation Left	Value Left	Declaimer
[illegible]	7-25-50	6	[illegible]	$70.00	$10.00
[illegible]	7-17-50	6	[illegible]	$70.00	$10.00

19.100

Parts	Miles	Unit Price	Discount	Net
1 - Crankshaft	- 250,000	$120.00	20%	$ 96.00
2 - Cylinder Block	- 200,000	$ 97.50	30%	$ 68.25
3 - Pistons	- 150,000	$ 55.15	30%	$ 38.60
4 - Rings	- 80,000	$ 6.75	30%	$ 4.73
5 - Timing Chain	- 180,000	$ 18.50	30%	$ 12.95
6 - Main Bearings	- 250,000	$ 17.40	30%	$ 12.18
7 - Connecting Rod Bearings	- 180,000	$ 12.12	30%	$ 8.48
8 - Oil Pump Gears	- 150,000	$ 8.40	30%	$ 5.88
9 - Cylinder Head	- 200,000	$120.00	30%	$ 84.00
Miscellaneous Gaskets and Fittings		$ 15.00	30%	$ 10.50
Labor $62.40		$497.45		$348.21

Price for overhauling:

Material $497.45 Labor 30% x 62.40 = $ 186.72

$684.17

Bus No.	Date of Overhaul	Miles Operated	Overhaul at 100,000 Miles Labor-Material	Miles Left	Percentage Left	Value Left	Deficiency
801	6-21-36	87,000	$684.17	78,731	78%	$478.47	$197.70
802	7- 6-36	19,312	$684.17	88,688	88%	$538.95	$145.22

Transmission

	Cost
1 - Countershaft speed assembly, including 1st, 2nd, and 3rd gears.	$ 61.80
1st, an 2nd speed sliding gear.	$ 45.33
3rd and 4th speed sliding gear.	$ 19.60
Reverse Gear.	$ 10.82
2 - Countershaft Bearings.	$ 11.19
3 - Sliding Shaft Bearings.	$ 12.82
	$161.16

Price for overhauling: Labor $ 7.50
Material $161.16

Total $168.66

Bus No.	Date of Overhaul	Mileage	Mileage Left	Percentage Left	Value Left	Deficiency
801	6-21-36	87,000	78,615	78%	$132.47	$37.31
802	6-21-36	88,789	74,861	74%	$126.08	$43.39

Differential

	Cost
1 - Ring Gear	$20.00
2 - Pinion Gear	11.00
2 - Side Bearings	9.00
4 - Side Bearing Cups	7.00
1 - Front Pinion Bearing	13.15
1 - Rear Pinion Bearing	2.87
4 - Differential Gears	6.48
	$70.00

Price for mechanic's labor $10.00
Material $70.00
Total $80.00

No.	Date of Overhaul	Mileage	Mileage Left	Percentage Left	Value Left	Unkilometer
[illegible]	2-4-38	152,644	0	0%	------	$80.00
[illegible]	2-4-38	30,000	61,996	61%	$54.00	$88.10

Waterbury

Equipment turned over to C. P. A. L. on Nov. 16, 1938.

A.C.F. B-15

Engine Details

Number - 6
Type of Engine - Poppet Valve
Piston Displacement - 477
[illegible] - 4-1/2"
[illegible] - 5"

Body Details

Passengers - 20
Stainless - 18
Construction - Metal
Type - Transit

Differential Details

[illegible] - Timken
[illegible] - Bevel Gear
[illegible] - Full Floating

Engine Details

Type - 4 Wheel
Make - Timken
Power - Air

Transmission Details

[illegible] - 5 Speed
[illegible]ation - Unit Construction

Tire Size

9.00 x 20

Wheel Construction - Steel Disc

No.		Date Last Engine Change	Engine Mileage	Total Mileage	Year
[illegible]	A.C.F. B-15	None	94,828	94,828	1938
[illegible]	"	None	98,108	98,108	1938

No.	Year	Insured-Due	Age in Months	Months left	Percentage Left	Value Left
[illegible]	1938	9-14-39	14	70	[illegible]	$7,000.00
[illegible]	1938	9-14-39	14	70	[illegible]	$7,000.00

Eng. No.	Date of Install.	Add. in Hours	Percentage Left	Value Left	Reclaim
496	5-2-42	0	96%	$ 4.61	$21.79
497	5-10-42	0	15%	$ .75	$21.54

Transmission

Parts	Miles	Cost
1 - Countershaft	- 875,000	$130.00
2 - Cylinder Sleeves	- 150,000	$ 60.00
3 - Pistons	- 300,000	$ 60.00
4 - Rings	- 50,000	$ 20.00
5 - Timing Chain	- 200,000	$ 5.75
6 - Main Bearings	- 300,000	$ 18.45
7 - Connecting Rod Bearings	- 100,000	$ 78.44
8 - Oil Pump Gears	- 50,000	$ 19.40
9 - Cylinder Head	- 200,000	$ 5.00
		$520.00
Miscellaneous Gaskets and Fittings.		$ 10.00
Labor $68.40.		$530.94
Price for overhauling: Labor	$ 68.40	
Material	$530.54	
	$644.14	

Eng. No.	Date of Overhaul	Miles Operated	Overhaul at 150,000 Miles Labor-Material	Mileage Left	Percentage Left	Value Left	Reclaim
496	None	94,878	$644.14	5,878	96	$ 4.61	$21.79
497	None	88,102	$644.14	1,898	15	$ .75	$21.54

Transmission

Parts	Cost
1 - Countershaft dual assembly, including 1st, 2nd, and driving gear.	$ 65.00
1st, and 2nd sliding gear.	$17.00
2nd sliding gear.	$ 8.00
Reverse Gear.	$ 8.00
2 - Countershaft Bearings.	$ 4.00
2 - Sliding Shaft Bearings.	$ 6.00
	$ 70.00
Price for overhauling: Labor	$ 7.00
Material	$ 70.00
	$ 80.10

Eng. No.	Date of Overhaul	Miles	Miles Left	Percentage Left	Value Left	Reclaim
496	None	94,878	5,878	96	$ 4.61	$21.79
497	None	98,102	1,898	15	$ .75	$21.54

[redacted]

1 - Ring Gear	[redacted]		[redacted]
2 - Pinion	[redacted]		[redacted]
3 - 2 Side Gears			$ 7.50
4 - 2 Side Bearing Cups			$ 2.00
5 - 1 Front Pinion Bearing			$ 2.00
6 - 1 Rear Pinionbearing			$ 2.75
7 - 1 Differential Casing			[redacted]
			$40.00
Price for overhauling:	Labor	$10.40	
	Material	[redacted]	
	Total	$75.00	

Eng. No.	Date of Overhaul	Miles	Miles left	Percentage left	Value left	Deficiency
456	[redacted]	34,000	6,375	25	$3.00	$72.10
457	[redacted]	30,125	1,000	13	$ .77	$78.15

Eng. No.	Year	Description	Age in Months	Months left	Percentage left	Value left
[redacted]	1924	7-16-24	30	28	93%	$8,400.00
[redacted]	1924	7-16-24	30	28	93%	$8,400.00
[redacted]	1924	7-16-24	30	28	93%	$8,400.00
[redacted]	1924	7-1 6-24	30	28	93%	$8,400.00
[redacted]	1924	7-16-24	30	28	93%	$8,400.00
[redacted]	1924	6- 6-24	29	28	96%	$8,700.00
[redacted]	1924	6- 6-24	29	28	96%	$8,700.00

[redacted]

Eng. No.	Date of Repair	Age in Months	Percentage left	Value left	Deficiency
[redacted]	6-16-28	17	6%	$ 2.00	$34.40
[redacted]	7-16-28	16	12%	$ 7.20	$34.80
[redacted]	6-12-28	17	6%	$ 2.40	$36.60
[redacted]	No Record		6%	[redacted]	$40.00
[redacted]	6- 2-28	18	17%	$10.80	$49.80
[redacted]	6-16-28	16	6%	[redacted]	$40.00
[redacted]	No Record		6%	[redacted]	$40.00

[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]
880	[redacted]	Econ	185,632	123,650	1934

Part No.	Name	Miles	Unit Price	Material	Amt.
1	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
2	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
3	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
4	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
5	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
6	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
7	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
8	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
9	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

Miscellaneous Material and Fittings [illegible]

Labor $90.00 [illegible]

Price for overhauling: Labor [illegible]

Material [illegible]

[illegible]

Overhaul at 200,000 Miles

Part No.	Name of Material	Miles Operated	Interchangeable	Mileage Left	Percentage Left	Value Left	Deficiency
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

Recapitulation.

	Cost
1 - Countershaft speed assembly, including 1st, and 2nd, and 3rd gears.	$13.00
1st, and 2nd speed sliding gear.	$ 2.00
3rd speed sliding gear.	$ 2.25
Reverse Gear.	$ 2.10
5 - Countershaft Reverse.	$ 1.40
6 - Sliding Shaft Bearings.	$ 2.10
	$23.75

Price for overhauling: Labor $ 7.00

Material [illegible]

Total $30.00

Part No.	Date of Overhaul	Mileage	Mileage Left	Percentage Left	Value Left	Deficiency
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

Exhibit 19.

Differential

	Amt.
1 - Ring Gear	
2 - Pinion	
3 - 2 Side Bearings	
4 - 2 Pinion Bearing Cups	
5 - 1 Front Pinion Bearing	
6 - 1 Rear Pinion Bearing	
7 - 1 Differential Cover	
	$44.65

Price for overhauling: Labor $10.00
Material $34.65
Total $44.65

No.	Date of Overhaul	Mileage	Mileage Left	Percentage Left	Value Left	Reference
	12-11-[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
	8- 6-[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
	10- 9-[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
	10-11-[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
	10- 7-[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
	7-10-[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
	9-10-[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	

Equipment

Equipment Record cover to G. M. & S. A. on Nov. 15, 1934.

T.C. 718

Motor Details

Cylinder Number - 6
Type of Engine - Poppet Valve
Motor Displacement - 237.5
Bore - 3-7/16"
Stroke - 5-1/2"

Body Details

Passengers - 29
Standees - 0
Construction - Metal
Type - Transit

Differential Details

Make - Timken
Type - Bevel Gear
Axle - Full Floating

Brake Details

Type - 4 Wheel
Make - G.M.
Power - HYD.

Transmission Details

Speed - 5 Speed
Location - Unit Construction

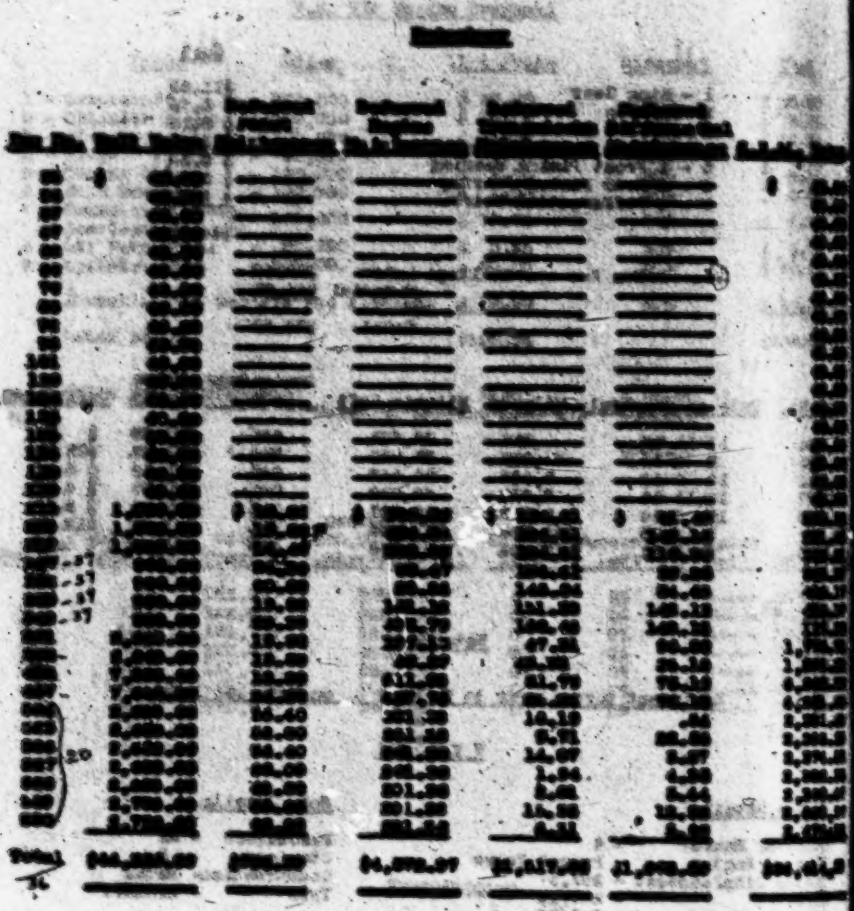
Tire Size

Single 6.25 x 20

Wheel Construction - Steel Disc

Coach No.		Date last Engine Change	Engine Mileage	Total Mileage	Year
[illegible]	T.C. 718	None	123,827	123,827	1934
[illegible]	"	None	128,430	128,430	1934
[illegible]	"	None	123,782	123,782	1934
[illegible]	"	None	131,480	131,480	1934
[illegible]	"	None	128,089	128,089	1934
[illegible]	"	None	128,711	128,711	1934
[illegible]	"	None	123,638	123,638	1934

Exhibit 19.



7-20 years	@ 5000	= 35,000	
21-30 "	@ 1,500	= 213,500	
4-27 "	@ [illegible]	= 34,000	
36		282,500	

Orig Cost

7-20 = 28,229.14
21-30 = 216,799.66
4-27 = 82,304.79
Total $329,333.31

60% recovered 197,599.00
36,944.59 value received
160,535.41 depreciation on claim

Exhibit 19.

Total G. R. & L. Raw Value.	$117,827.00
Total G. R. & L. Value on trucks and miscellaneous equipment.	650.00
Total G. R. & L. Raw Value.	22,972.31
Total G. R. & L. Raw Value.	5,887.97
Total G. R. & L. Value on trucks and miscellaneous equipment.	100.00
Total G. R. & L. Raw Value.	36,414.82
Total G. R. & L. Value on trucks and miscellaneous equipment	900.00
Total G. R. & L. Value on trucks and miscellaneous equipment	50.00
Total G.R.&L. Value (Including all divisions.)	* $184,148.10 182,615.10

Summary Bureau Copy

		No. of Raw Value	Value as Received	Copy Depository in Claim
	58	824,040	[illegible]	[illegible]
	18	52,980	[illegible]	30,774.36
	17	52,600	[illegible]	57,602.57
	36	102,750	[illegible]	107,838.40
	126	497,100	182,615.10	314,148.90

* The difference between $184,148.10 and $182,615.10 = $1,533.00 covers trucks and miscellaneous equipment which are covered by separate report.

3820

Exhibit 20

CONNECTICUT RAILWAY AND LIGHTING COMPANY

TRUCKS AND MISCELLANEOUS EQUIPMENT DEFERRED MAINTENANCE

AND

SHORTAGE

WC:ES
6/7/37

SUMMARY

3821

	No.	50% Original Cost	Value Rec'd	Deficiency Claim
Bridgeport	9	$ 8,551.00	$ 430.00	$ 8,101.00
Norwalk	0	870.00	0	870.00
New Britain	5	2,615.00	105.00	2,510.00
Waterbury	9	7,096.00	968.00	6,128.00
Derby	2	2,212.00	30.00	2,182.00
	25	$20,824.00	$1,533.00	$19,291.00

BRIDGEPORT

TRUCKS AND MISCELLANEOUS EQUIPMENT

Number	Make	Year	Model	Value
65	Chev.	1934	Coach	$300.00
205	Ford	1926	Roadster	5.00
109	Mack	1921	A-B-2	30.00
3822 112	Pierce Arrow	1916	2TX8	30.00
162	Mack	1926	A-B21-21	30.00
170	Reo	1926	F-6	30.00
182	Ford	1928	A.A.	10.00
2	Trailer	1921	Pole Trailer	10.00
28	Trailer	1933	Platform Body	5.00
				$480.00

Original Cost	$19,901.81	
Less	2,139.00	(Cars not Rec'd & At Waterbury)
	$17,062.81	
50% Dep'd	8,551.00	
	430.00	Value Rec'd
	$ 8,101.00	Deficiency or Claim

Exhibit 20.

NORWALK 3823

No Service Equipment
Need 1 Ford Truck $\frac{740}{2} = 370$

NEW BRITAIN

TRUCKS AND MISCELLANEOUS EQUIPMENT

Number	Make	Cost	Year	Model	Value
P.D. #9	—	$ 129.00	—	—	0
125	White	3,805.00	1922	20	$ 30.00
177	Reo	1,295.00	1928	D. A.	75.00
					$105.00

Original Cost $5,229.00 3824
50% Obsolete 2,615.00
105.00 Value Rec'd
$2,510.00 Deficiency or Claim

WATERBURY

TRUCKS AND MISCELLANEOUS EQUIPMENT

Number	Make	Year	Model	Value
54	Ford	1928	A	$ 40.00
184	Reo	1928	F. 6	10.00
200	Reo	1929	F. 6	10.00
201	Mack	1923	A.B.-2	30.00
207	Dodge	1925	Coupe	8.00
224	Ford	1935	V-8 Pick-Up.....	325.00
T-1	Fordson	1925	Scraper	25.00
T-2	Fordson	1928	Snow Loader.....	500.00
14	Homemade	1922	Pole Trailer.....	10.00
	Handy Sand Spreader		Sand Spreader...	10.00
				$968.00

3825

Original Cost $14,193.00
50% Obsolete 7,096.50
968.00 Value Rec'd
$ 6,128.50 Deficiency or Claim

Exhibit 20.

3826

DERBY

TRUCKS AND MISCELLANEOUS EQUIPMENT

Number	Make	Year	Model	Value
121	White	1922	20	$30.00
				$30.00

P.D. #7

Original Cost	$4,494.00
50% Obsolete	$2,247.00
	30.00 Value Rec'd
	$2,217.00 Deficiency or Claim

3827

3828

Exhibit 21

3829

GARAGE EQUIPMENT
SHORTAGE OF TOOLS

January 29, 1937

JANUARY 29, 1937.

GARAGE TOOLS AND EQUIPMENT
MAIN UNIT AND OVERHAUL SHOP

terbury

-No. 171 Manley Motor Stands	$ 316.00		
-No. 46C Manley universal ring gear riveter	50.00		
-Model 48B Manley compression clutch	23.00		3830
-No. 26A-49 Manley 60 ton hydraulic press	315.00		
-Model HAL Reiss brake drum grinder	770.00		
-No. 107660-101676 Bendix Ferrigan front axle straightener	1,115.00		
-No. 875 Weidenhoff carburetor tester	67.50		
-Shoemaker connecting rod boring machine	814.64		
-Degreasing machine with steam gun attachment	690.00		
-Federal Mogul mainbearing oil leak detector	24.00		
-Complete quick way set up including piston lathe, main bearing boring bar, cylinder hone, valve lathe, cylinder boring bar, with all stone, cutters and attachments	2,385.50		
-Heavy duty vises	300.00		
-Magna Flux Machine	500.00	Estimated	
-Dynamometer	1,000.00	Estimated	
Miscellaneous reamers and hand tools	300.00		3831
-Coil spring tester	30.00		
-Motor driven lathe including motor	779.00		
-Model 110 United motor test bench	795.00		
-AVR electro check	276.50		
-Allen Model E-35 double coil winding for testing armatures	35.50		
-Allen Model E-109 Mica under cutter	30.40		
-Allen Model E-104 generator clamp and pole screw driver	12.50		
-Allen Model E-135 Syncrograph	250.00		
-United Motor model 124 Act-u-vac for testing all vacuum apparatus	79.50		
Total	$10,959.04		

Exhibit 21.

3832 JANUARY 29, 1937

Bridgeport

1—Model 108-L Commentator complete with electro check	$ 276.00
1—Allen Model 130 Syncrograph	250.00
1—Model HAL Reiss brake door grinder	770.00
1—Quick way valve set tools	372.80
1—Coil spring tester	30.00
Total	$ 1,698.80

JANUARY 29, 1937

New Britain

3833

1—Model 108-L Commentator complete with electric check	$ 276.00
1—Allen, Model E-135 Distributor Syncrograph	250.00
1—Complete set of Quick Way valve set tools	372.80
1—Coil Spring tester	30.00
Total	$ 928.80

JANUARY 29, 19[illegible]

Norwalk

3834

1—Model 108-L Commentator complete with electro check	$ 276.00
1—Allen, Model E-135 Distributor Syncrograph	250.00
1—Complete se of Quick Way valve set tools	372.80
1—Coil spring tester	30.00
Total	$ 928.80

Exhibit 22

3835

JUNE 10TH, 1937.

SPARE BUS EQUIPMENT
UNIT SHOP REQUIREMENT

Z-200 Y.C. Motor				$1400.00*	
AB Mack Motor	$1,200.00 less 25%	=		900.00	
712 Y.C. Motor				495.00 Net	
717 Cyl. Block Assembly.		$ 82.50			
Plus 6 rings	@ $ .35 each =	2.10			
Plus 18 rings	@ .26 each =	4.68			
Plus 6 pistons	@ 7.95 each =	47.70			
		$136.98 — 30%	=	95.89	
Y.C. Z-200 Differential	@ $426.00 each =	$852.00 — 30%	=	596.40	3836
AB Mack differential	$500.00 less 25%		=	375.00	
712 Y.C. Differential	@ $ 86.90 each =	$173.80 — 30%	=	121.66	
717 Y.C. Differential	$527.00 less 30%		=	368.90	
Y.C. Z-200 Transmission	$475.30 less 30%		=	332.71	
AB Mack Transmission	$250.00 less 25%		=	187.50	
717 Y.C. Transmission				425.00 Net	
Generator for ACF				150.00	
Starter for ACF				75.00	
Front axle assembly for Z-200	$485.25 less 30%		=	339.68	
Front axle assembly for AB Mack	$125.00 less 25%		=	93.55	
Front axle assembly for Y.C. 712				200.00*	
Steering gear assembly for AB Mack	$125.00 less 25%		=	93.55	3837
Steering gear assembly for Z-200	$130.00 less 30%		=	91.00	
Steering gear assembly for 712 Y.C.	$ 31.50 less 30%		=	22.05	
Clutch assemblies for Z-200	@ $127.00 = $254.00 less 30%		=	$177.80	
Clutch assembly for Z-240	$137.00 less 30%		=	95.90	
Clutch assemblies for AB Mack	@ $ 45.00 = $ 90.00 less 25%		=	67.50	
	Total.....			$6704.09	

* Estimated

3838 **Exhibit 23**

FURNITURE AND EQUIPMENT FOR GENERAL OFFICE

	Item	Number	Total
	Flat Top Desks	6	$ 307.13
	Typewriter Desks	6	364.21
	Chairs	42	840.32
	Files	11	514.42
	Tables	19	590.70
	Safes and Cabinets	5	501.36
	Typewriters	9	768.71
3839	Addressograph Machine	1	609.78
	Graphotype Machine	1	130.40
	Adding Machines	6	1148.50
	Calculating Machines	4	1585.00
	Visible Index Stores Cabinet	1	793.75
	Checkwriter	1	124.63
	Costumers	7	62.92
	Waste Baskets	20	19.40
	Drafting Table	1	23.52
	Drafting Stool	1	3.43
	Mail Bags	2	33.00
	Electric Fans	8	86.32
	Blueprint Cabinet	1	95.00
3840	Transfer Cases	6	28.80
	Mimeograph Machine	1	450.00
	TOTAL		$9081.30

(S. M. 302)

Exhibit 27.

SUMMARY OF EQUIPMENT REQUIREMENT—NOVEMBER 15, 1936

Division	Line Requirement				Buses Owned				Short or Over Line Requirement				Necessary Spares				Total Short or Over				Buses Rented			
	20	25	30	Total	20	25	30	Total	20	25	30	Total	20	25	30	Total	20	25	30	Total	20	25	30	Total
Bridgeport		11	45	56			53	53		11	8	3		1	5	6		12	3	9			2	2
Norwalk	8	9	6	23	13		6	19	5	9		4	1	1		2	4	10		6			4	4
Waterbury	4	8	40	52	7		30	37	3	8	10	15		1	4	5	3	9	14	20			3	3
New Britain	2	6	8	16	3	4	10	17	1	2	2	1		1	1	2	1	3	1	1				
Total	14	34	99	147	23	4	99	126	9	30	—	21	1	4	10	15	8	34	10	36			9	9

Shortage for Claim

34	25 passenger @ 6800		231,200
(10 —	4 authorized rental) 6 — 30 passenger @ 9000		54,000
			285,200
Less 8 —	20 passenger excess @ 4500		36,000
36 Buses			$249,200

Note

5 buses rented 11/4/35 not authorized by Connecticut Railway and Lighting Company

4 buses rented 9/14/36 and authorized by Connecticut Railway and Lighting Company

1281

3843

3842

3841

3844 **Exhibit 29.**

Correspondence between Messrs. Chapman and Bennett.

THE CONNECTICUT COMPANY
OFFICE OF THE MANAGER

WATERBURY, CONN., Dec. 12, 1933

MR. R. J. BENNETT
Asst. General Manager
New Haven, Conn.

3845 DEAR MR. BENNETT:—

The cold weather, coupled with the snow, has stimulated our riding to a great extent. Yesterday we took in about five thousand more fares than normal for a Monday and today the conditions will undoubtedly be similar to those of yesterday.

This has created a shortage of busses during the rush hours, particularly in the morning. We had eighteen cases of bus overload between six this including both morning and evening. This morning the conditions were worse, in that we had eighteen casses of bus overload between six
3846 and eight Am., one of which occurred before seven Am., and seventeen between seven and eight Am. The number of passengers in the overload varied from forty-seven to fifty-five on twenty-nine passengercoaches and from fifty-five to seventy on thirty-seven passenger equipment.

We are using six busse in connection with the Waterville Factory Service, made necessary by the sewer construction on Thomaston Ave. If no more busses are to be available in Waterbury it probably will be necessary to consider the running of trolley cars to the corner of Homer St.

and Thomaston Ave. in order to transport these 3847
factory operatives, with the necessity of their walking from that point to their respective factories. This measure would allow the introduction of the six busses now used in the factory service to take care of overloads experienced on the regular routes and this number is just about the number required to do this on the basis of the business we experienced Monday and Tuesday of this week.

The abandonment of bus service to Waterville for the factory workers would not be a popular move and I do not recommend it unless it is absolutely impossible to obtain more busses to take 3848
care of our increased business.

Yours truly,

C. H. CHAPMAN
Manager.

t.

THE CONNECTICUT COMPANY.

NEW HAVEN, CONN., February 8, 1934.

MR. C. H. CHAPMAN, Manager, 3849
Waterbury, Conn.

I have yours of February 7th in regard to shortage of busses. Unfortunately your division is not the only one that could use more motor coaches, but we have none to send you just now. We have more motor coaches on order, some to be received this week. Those being received this week are for the substitution between Norwich and New London, which we planned to make February 15th, but now will not make until the latter part of the month. This substitution must

3850 be made before the ice goes out of the river, or spend a considerable amount of money to repair a trestle.

The motor coaches for Bridgeport will not be delivered this week, and I am not certain when we are going to get them. They are required for rail substitution which I hope we will not have to make until the first part of April, so that we can have them for use locally. As soon as received I will have #236 returned to you and possibly loan you another coach.

If we substitute one of these 20-passenger coaches you received Sunday for the large coach
3851 operating on the Fairmount route, would you not accomplish two things,—give service to the people on upper Waterville St. and remove their complaint and have a 29-passenger coach instead of a 20-passenger coach for your rush hour service elsewhere.

Shouldn't we apply for the upper Waterville route at this time?

R. J. Bennett,
Assistant General Manager.

3852

THE CONNECTICUT COMPANY
OFFICE OF THE MANAGER

Waterbury, Conn., March 6, 1934

Mr. R. J. Bennett
Asst. General Manager
New Haven, Conn.

Dear Mr. Bennett:—

Although not a pleasant subject I feel that I must again report to you concerning the bus

situation in Waterbury. Having been diligent in 3853
preventing complaints as concerning both newspaper publicity and to the Public Utilities Commission, and having no case other than good fellowship, I have for the past few days been forced to fall back on the story that certain conditions have created an emergency and that the company is procuring busses as fast as it can and that as soon as possible additional busses will be sent to Waterbury.

On Saturday, March 3rd, we received a report that the Police Department was going to station men to prevent overloading of busses. I immedi- 3854
ately got busy on this and obtained a respite, telling them that I expected additional busses by Monday morning.

Quite unfortunately, on Friday, March 2nd, a fleet of new busses went through Waterbury. Greater publicity could not have been been obtained had the route been devised for this purpose, as they ran from Willow and West Main Streets, through West Main Street and North Main Street to Exchange Place (around the Green), thence crossing Exchange Place into Bank Street and southerly on Bank Street to Grand Street thence through Grand to South 3855
Main Street and out South Main Street towards New Haven. When you read this you will naturally realize the number of queries I have had from those to whom I have promised relief, as to when Waterbury is to get some of those busses.

Before the storm of February 20th our bus receipts were in excess of last year approximately 43%. Directly following the storm this increase jumped to 71%. It has now subsided and remains at 42%.

Exhibit 29.

3856 Bus seats in Waterbury before receiving any additional vehicles totaled 788. The additional busses received, which were 522, 523, 101, 67 and 142, gave this a total of 127 additional bus seats or 16%.

Extra operation as compared with last year involves:

Fairmount: One bus, 8½ hours daily

Waterville Transfer: One bus, 19 hours daily

Waterville Factory Operation: Seven busses, five averaging 5 hours per day and two about 2½ hours

3857

Watertown Transfer Bus: One bus, 19 hours per day

C.W.A. Workers: Four busses, three hours daily

Eliminating the Watertown Transfer Bus which will soon fade from the picture and the four busses allowed for the CWA workers which are
3858 furnished only when we have the vehicles, we find a requirement of seven additional busses needed for periods exceeding five hours daily and two busses for shorter periods, or a total definite requirement of nine additional busses over those in service during the Winter of 1932-33.

Equipment troubles with our present fleet are many. As you know some of these busses have been recommended for retirement and about one-third of the total number are constantly failing on the road. This condition normally is none too good but with the storm and its recent strain it

Exhibit 29.

becomes rather a burden trying to produce a regularity of service. 3859

To sum up: We have a definite and fixed place for nine additional busses. You have sent us five. We have gross earnings of some 40% increase and we have a 16% increase in bus seats. We have a bad overloading condition that is liable at any time to be connected with a bad accident.

Yours truly,

C. H. CHAPMAN
Manager.

T.

3860

MARCH 19, 1934.

MR. C. H. CHAPMAN,
Manager, Waterbury.

DEAR SIR:

I have your letter of March 20th. As stated in connection with your previous letters regarding the motor coach situation in Waterbury, we did not anticipate that we would require five or six coaches all winter due to the sewer work on Thomaston Ave. nor did we anticipate, nor could anyone reasonably have anticipated that we would have such weather as we did have during the month of February. Therefore it was impossible to furnish you coaches over night, so to speak, as other divisions had the same difficulty as your division had, and I knew that in any event in a few weeks we will be laying up coaches, as we have done other years. 3861

Yours truly,

R. J. BENNETT
Assistant General Manager.

Exhibit 29.

3862 THE CONNECTICUT COMPANY
OFFICE OF THE MANAGER

WATERBURY, CONN., March, 20, 1934

MR. R. J. BENNETT
Asst. General Manager
New Haven, Conn.

DEAR MR. BENNETT:—

Having written several letters concerning Waterbury motor coach requirements from time
3863 to time during the Winter, I presume that you will not now be adverse to receiving one of a more reassuring tone. I am now able to advise that I believe, that outside of stormy weather, we will be able to handle the motor coach business as offered on present lines operated.

The CWA has greatly decreased its force during the past two weeks and seems to be fast fading from the picture. The number of CWA workers at the Golf Course and at Park Road has already been reduced to approximately 25% of the number so-employed a few weeks ago.

Analyzing our motor coach receipts for the
3864 first two weeks in March we find an increase in gross receipts amounting to 50 4/10%. The first week in March, however, shows 56% and the second week a little over 46%. I anticipate that this percentage of increase will diminish by April 1st, to a figure approximately 35% where, with continuation of present business conditions it will probably remain stationary, at least for awhile.

Stormy mornings will probably tax our capacity, particularly between 7 and 8 A. M. but this

Exhibit 29.

will be temporary and I believe will not cause 3865
general complaint.

Yours truly

C. H. CHAPMAN,
Manager

T.

THE CONNECTICUT COMPANY
OFFICE OF THE MANAGER

WATERBURY, CONN.
December 21, 1934
3866

MR. R J BENNETT
General Manager
New Haven, Conn.

DEAR MR. BENNETT:—

We ran short one bus covering service requirements this morning, having three crippled buses in the garage at the same time.

I think that we will be able to get along reasonably well until Monday, December 31st, with the present number of buses on hand, as the schools are closed down during the coming week. 3867

Commencing with the opening of schools however there is liable to be a shortage, particularly in the morning hours between 6.00 and 8.30 am. If you can do anything, to send us two or three additional coaches so that we can have same, starting with the first week in January it would be a great help.

Yours truly,

C. H. CHAPMAN
Manager

t.

Exhibit 29.

3868 THE CONNECTICUT COMPANY
OFFICE OF THE MANAGER

WATERBURY, CONN.

January 2, 1935

MR. R J BENNETT
General Manager
New Haven, Conn.

DEAR MR. BENNETT:—

Used all motor coaches in Waterbury this morn-
3869 ing with the exception of one that was crippled. Despite this fact we had overloads on Walnut Street, Highland Avenue, Hill Street, Middlebury, Sylvan Avenue, Baldwin Street, East Main Street and Fort Hill Factory Service. "Overload" in all cases means loads exceeding the seating capacity plus the number of standees as legally allowed under the standee permit for each coach.

In addition we were obliged to leave people on
3870 Walnut Street, on Highland Avenue, Sylvan Avenue, Baldwin Street and on East Main Street. Coaches 35, 36, 37 and 39 have been permanently removed from service and we understand that coach 41 is to go in the Shop for body overhauling on January 3, which Mr. Dixon estimates will take 30 days. Coach 135 was received from Hartford late yesterday.

Yours truly,

C. H. CHAPMAN
Manager

t.

Exhibit 29.

THE CONNECTICUT COMPANY 3871
OFFICE OF THE MANAGER

WATERBURY, CONN.
January 3, 1935

MR. R J BENNETT
General Manager
New Haven, Conn.

DEAR MR. BENNETT:—

Conditions as concerning motor coach capacity were somewhat better this morning than yesterday morning. We had 39 coaches and 39 coaches were on the road. 3872

The only overloads occurred on East Main Street and there were eight of these between 6.00 and 8.00 am. It is my understanding that this morning was the last use that we will get of Coach 41 until the body is overhauled.

Yours truly,

C. H. CHAPMAN
Manager

THE CONNECTICUT COMPANY 3873
OFFICE OF THE MANAGER

WATERBURY, CONN.
January 4, 1935

MR. R J BENNETT
General Manager
New Haven, Conn.

DEAR MR. BENNETT:—

Due to the cold weather the motor coach capacity was rather strained during the rush hour

3874 this morning. Although it was a Friday and usually we experience a little let-up due to certain factory schedules not in effect on Friday, still this morning there was rather too much riding for our equipment. We had 37 coaches on the road, coach 41 having been temporarily retired for overhauling. 36 of these coaches went through OK, coach 120 having sustained transmission trouble in service on Hamilton Avenue at 7.30 am.

The overloads occurred on Highland Avenue, Walnut Street, South Leonard Street, Hill Street,
3875 Sylvan Avenue and Baldwin Street.

Yours truly,

C. H. CHAPMAN
Manager

t.

THE CONNECTICUT COMPANY
OFFICE OF THE MANAGER

WATERBURY, CONN.
February 4, 1935

3876 MR. R J BENNETT
General Manager
New Haven, Conn.

DEAR MR. BENNETT:—

Referring to Mr. Gates letter of January 31st concerning overloading on Highland Avenue buses. We have had some rather stormy conditions during the past ten days and it is possible that complaints have arisen because of the unusual number of passengers offering themselves for transportation during the particularly bad weather.

Exhibit 29.

Effective January 26th we increased motor coach service on Highland Avenue—Walnut line, extending the time of the 15 minute headway. Whereas formerly the headway in the morning from 6.05 to 8.45 am. was 20 minutes and again from 11.45 am. to 3.45 pm., was 20 minutes, we established a 15 minute headway in the morning from 6.00 am. to 8.45 pm. and from 11.45 am. to 3.45 pm., substituting same for the 20 minute headway formerly in effect. 3877

This change has been well received by the riding public and seems to have improved the service on this line considerably. May it not be that the complaint received from Mr. Gates' was received directly following the snow storm of January 23, when conditions were not too good for a twenty four hour period. 3878

Yours truly,

C. H. CHAPMAN
Manager

t.

THE CONNECTICUT COMPANY
OFFICE OF THE MANAGER 3879

FEBRUARY 18, 1936

G-13
MR. R. J. BENNETT
General Manager
New Haven, Conn.

DEAR MR. BENNETT:—

The purpose of this report is merely to acquaint you with conditions so that you will be prepared in case public clamor gets too strong or out of control. Since the storm of January 20th the lack

3880 of sufficient number of motor coaches during rush hours has been acute. We have had considerable complaint relative to conditions and have dealt with such complaint as well as we could.

Yesterday the various complaints, particularly concerning the morning rush hours seemed to gather impetus and to have acquired rather a concerted plan towards method of prooceeding, in that the Superintendent of Schools complained that failure of the High School students in Crosby and Wilby High Schools in Waterbury
3881 to arrive on time has been steadily disarranging the classes and interfering with their plans concerning the education of the children.

It seems that the school authorities have been penalizing Waterbury students for failure to get in on time, whereas the students from outside towns have had their tardiness, when it occurred, excused. As a matter of fact there has been considerably less tardiness created by the students from outside towns than by those residing in Waterbury.

This is due to the fact that in bad weather a
3882 great many additional passengers in Waterbury, including High School students who normally ride in automobiles, offer themselves for public transportation. This overcrowds the buses and in many instances High School pupils who ride regularly in good weather or bad have been unable to get the bus that would normally bring them to school on time, having to take a later bus. The school authorities having penalized these children for being late the parents have become angry and have taken the matter back to the Superintendent of Schools, with the statement

Exhibit 29.

that their children are out waiting for buses on time but that they cannot get aboard same. 3883

Unfortunately a considerable amount of this complaint is justified, particularly that coming from our hilly sections where on a slippery morning the number of people offering themselves for public transportation between 6.00 and 8.00 am has in many instances been four times as great as those wishing to ride down the hills during the same hours on a morning that is not slippery or stormy. I have talked this matter over with the Superintendent of Schools. He is quite considerate but feels that our adequate facilities are interfering with his educational program, also he is in a bad spot as the parents demand of him that he cease penalizing the children for being tardy or secure better transportation facilities. The parents also make the claim that, as we carry these children for 4¼¢ we make no special effort to insure accommodations for them at the reduced rate. This of course is not true and the Superintendent of Schools understands the situation. 3884

Yours truly,

C. H. CHAPMAN 3885
Manager

t.

Exhibit 29.

3886 THE CONNECTICUT COMPANY
OFFICE OF THE MANAGER

WATERBURY, CONN.
April 6, 1936

G-13
MR. R J BENNETT
General Manager
New Haven, Conn.

DEAR MR. BENNETT:—

3887 Waterbury was in rather a tough spot as concerns motor coach transportation this morning. We had a driving rain with snow mixed in. Due to shortage of coaches we left passengers on South Leonard Street, Highland Avenue, Walnut Street, Hill Street, East Main Street and Sylvan Avenue, particularly between 7.00 and 8.00 am.

On a morning such as this we are short anyway, but the absence of four coaches in Hartford increased the difficulty.

Yours truly,

3888 C. H. CHAPMAN
Manager

t.

Exhibit 29.

JUNE 18, 1936. 3889

MR. G. E. WOOD:

Will you please let me have a statement of the motor coaches on the C. R. & L. territory which you recommend be replaced before the first of November 1936.

I am sending a copy of this memorandum to each of our Managers with the request that they let me have their recommendations from an operating standpoint.

R. J. BENNETT
V. P. & G. M. 3890

Copy to Mr. G. H. Crosson
Mr. C. H. Chapman
Mr. N. J. Scott

THE CONNECTICUT COMPANY
OFFICE OF THE MANAGER

WATERBURY, CONN. 3891
June 25, 1936

MR. R. J. BENNETT
General Manager
New Haven, Conn.

DEAR MR. BENNETT:

In reply to your inquiry of the 18th inst. and relative to the possible retirement of certain coaches before Nov. 1, 1936.

Exhibit 29.

3892 I list below all coaches in Waterbury having 2 wheel brakes with a brief description covering the present condition of each.

	No. of Coach	Mileage to June 1, 1936	Condition
	41	299 855	Body in poor condition—old—obsolete—hard riding—used for shop trips only
	55	159 736	Body rebuilt and power plant overhauled in 1935—formerly 4 cyl. motor, changed to 6. Has good seats
	56	169 989	Body rebuilt and power plant overhauled in 1935—formerly 4 cyl. motor, changed to 6. Has poor seats.
	57	171 321	Body rebuilt and power plant overhauled in 1934—formerly 4 cyl. motor, changed to 6. Has poor seats.
3893	67	219 380	Body in poor condition. Due for piston pull—has poor seats.
	68	313 731	" " " " Has poor seats.
	69	195 517	" " " " " " "
	70	297 758	" " " " " " "
	86	437 740	Body in bad condition. Seats worn and quite bad.
	92	347 347	Body loosening up. Seats fair.
	93	345 451	" " " " " Needs roof recovered.

2—RJB
June 25, 1936

	101	347 494	Body loosening up. Seats fair.
	120	336 469	" " " Seats good.
	124	333 590	" " " " "
3894	126	331 380	" " " Seats fair. Window frames and guides need replacement.
	135	429 926	Body in fair condition. Seats fair—Broken frame repaired several times.
	136	307 107	Body in fair condition. Seats fair.
	138	318 430	" " " " " "
	139	309 176	" " " " " " —Window sash and guides need replacing.
	350	258 735	Body in poor condition. Obsolete—hard riding—used for shop trips only.
	351	267 575	Body in poor condition. Obsolete—hard riding—used for shop trips only.
	352	316 507	Body in poor condition. Obsolete—hard riding—used for shop trips only.

Exhibit 29.

I would recommend consideration be given to 3895
retiring coaches 41-350-351-352-86-67-56-57- and
135.

Yours truly,

C. H. CHAPMAN
Manager

CHC
r

NEW HAVEN, CONN. June 30th 1936.

3896

File C-54.

MR. R. J. BENNETT:

In response to your request of the 18th, asking for our recommendations on coaches to be replaced on C R & L property before November 1st, we are attaching hereto statement listing the coaches which should be retired this year, considering the fact that all two wheel brake vehicles will have to be retired on or before July 1st 1938.

Trust this gives you the information you 3897
desire.

Chief of Mechanical & Elec. Dept.

AHW/as

Copies to G. H. CROSSON.
C. H. CHAPMAN.
N. J. SCOTT.
G. W. ELWOOD

Exhibit 29.

3898 COACHES RECOMMENDED TO BE RETIRED IN 1936 ON C R & L PROPERTY

WATERBURY

Coach Number	Make	Year of Manuf'r.	Last Body Overhaul	Last Paint Date	Color
35	White	1929	May 1931	May 1931	Yellow
36	"	"	"	"	"
37	"	"	Sept. 1931	Sept. 1931	"
39	"	"	July 1931	July 1931	"
41	"	1928	Jan. 1935 (Minor repairs)	Jan. 1935	Blue
86	Z-200 YC	1924	Nov. 1931	May 1935	Yellow
55*	"				
56*	"				
57*	"				
67*	"				
68*	"				
69*	"				
70*	"				

3899

* Transfer to New Britain recommended.

NEW BRITAIN

2	White	1922	—	June 1928	Yellow
47	"	1923	—	March 1931	"
49	"	1923	—	March 1931	"
50	"	1923	July 1930	July 1930	"
58	"	1923	June 1930	June 1930	"
59	"	1924	March 1932	March 1932	"
60	"	1924	Dec 1932	Dec 1932	"
88	"	1925	Dec 1935 (Minor repairs)	Dec 1935	Blue
89	"	1925	May 1930	Jan 1935	"
90	"	1925	June 1932	Dec 1935	"
91	"	1925	Nov 1935	Nov 1935	"

3900

NORWALK

66	Mack	1924	—	Jan. 1931	Yellow
159	"	1927	June 1935	June 1935	Blue
154	"	1926	May 1935	May 1935	"
153	"	1926	Jan 1935	Jan 1935	"
160	"	1927	Feb. 1935	Feb 1935	"

Exhibit 29.

COACHES RECOMMENDED TO BE RETIRED IN 1936 ON C R & L PROPERTY (Cont'd) 3901

BRIDGEPORT

Coach Number	Make	Year of Manuf'r.	Last Body Overhaul	Last Paint Date	Color
54	Z-200 YC	1923	Aug. 1932	May 1929	Yellow
118	"	1925	Feb. 1934	Dec. 1934	Blue
150	"	1926	June 1934	June 1934	Yellow
145	"	1927	June 1934	July 1934	"
152	Mack	1926	April 1935	April 1935	Blue
162	"	1927	Aug 1934	Aug. 1934	Yellow
161	"	1927	Dec. 1935	Dec. 1935	Blue
272	"	1926	April 1934	April 1934	Yellow
274	"	1926	Jan. 1935	Jan 1935	Blue 3902
278	"	1926	March 1935	March 1935	"
280	"	1926	April 1935	April 1935	"
293	"	1926	March 1935	March 1935	"
294	"	1927	Dec. 1934	Dec. 1934	"
295	"	1927	May 1934	May 1934	"
296	"	1927	Jan. 1935	Jan. 1935	"
297	"	1927	Feb. 1935	Feb. 1935	"
298	"	1927	Feb. 1935	Feb. 1935	"
99	Z-200 YC	1925	Oct. 1932	Nov. 1934	"
97	"	1925	Nov. 1934	Nov. 1934	"
98	"	1925	Jan. 1935	Jan. 1935	"

Nov. 1934 c 3903

Coaches are listed in the order in which they should be scrapped and according to their condition, i. e., # 54 is the worst, # 118 next, etc.

Engineering Dept.
New Haven, Conn.
June 30th 1936.

Exhibit 29.

3904 THE CONNECTICUT COMPANY

OFFICE OF THE MANAGER

WATERBURY, CONN.
August [illegible] 1936

MR. R. J. BENNETT
General Manager
New Haven, Conn.

DEAR MR. BENNETT:

3905 Why buy new coaches for Waterbury?

1. Additional coaches are needed particularly in the winter season. The Waterbury fleet is not large enough to take care of the business offered.

2. Waterbury is peculiarly dependent on its Z 200 coaches of which there are 25. These coaches have struggled through three gruelling winters. Their average age and condition is totally unsuitable to the thought that they will
3906 continue to go up and down our hills without developing more and more mechanical difficulities. The older ones should be replaced and used only for shop trips and extra service.

3. New coaches would increase the popularity of Chartered Coach trips in summer and tend to increase Chartered Coach receipts.

4. New coaches in regular operation would lower operating costs. The modern coach is more economical to operate.

Exhibit 29.

5. Improve and stimulate public good will through a greater dependability in operation with new coaches. Public complaint of overcrowding in winter season has been considerable also justified. Last winter conditions were so bad that the service or lack of it interfered with the regularity of public school schedules. 3907

6. Additional coaches would provide more time in garage for coaches under inspection and repair making it possible to provide a better grade of maintenance to fleet at no increased cost.

7. The purchase of 6 new ACF Coaches adding them to the present fleet would be a profitable transaction. Assume that 6 coaches costing $50,000 were purchased under a plan of paying $10,000 per year on principal and 6% interest on unpaid balance. The total cost would be $59,000 or $9833.33 per coach in 5 years. 3908

At Waterbury's 1936 differential of 10¢ per mile between revenue and expenses the 6 coaches would have to operate not over 20,000 miles per year each in order to pay for themselves in 5 years. Addition of more economical coaches to the fleet should not hurt the operating ratio. 3909

The three ACF coaches purchased in September 1935 have operated 181,250 miles in the first nine months. I figure that they will have paid for themselves in a little over one year from date of purchase. It would seem that financing for new coaches for replacement, provided the number purchased does not exceed the proven requirements, should be possible to secure.

I am not a financial man but the case to me seems such a good one that I should be willing, with your permission, to endeavor to borrow

Exhibit 29.

3910 $50,000 in Waterbury for new busses. If say three of our banks would contribute to this loan it would help our public relations and, it seems to me, might be better than buying from the bus companies on time payments. Possibly the terms offered by the bus companies are more favorable however.

Yours truly,

C. H. CHAPMAN
Manager

3911 CHC
F

THE CONNECTICUT COMPANY

OFFICE OF THE MANAGER

WATERBURY, CONN.
August 28, 1936

MEMORANDUM TO MR. RUST:

In reply to your inquiry as to the best use we might make of ten new thirty passenger motor coaches in Waterbury, I suggest the following:

3912

	No. of Coaches
1. Retire coach 41 from service. It is obsolete and worn out.	1
2. Return coaches 350-351-352 to County Transportation Co. They are unsuitable for our service. Slow, will not climb our hills, uncomfortable riding and have a high step hazard for accident	3
Total number of coaches to be retired	4

ALLOCATION OF NEW COACHES

1. Walnut St.—Highland Ave. Line base service	4
2. Baldwin St. Line " "	3
3. East Main St. Line " "	3
Total number new coaches	10

Exhibit 29.

CHANGED FLEET CONDITIONS

3913

Number of present coaches released through assignment of new coaches	10
" " " " to be retired	4
Net gain in total number of coaches	6
New coach ordered for Milldale	1
Number of coaches in fleet 1935–6	44
Total " " " " " 1936–7	51

PROPOSED ALLOCATION COACHES, WATERBURY

WINTER 1936-37

3914

Line or Route	No. of Coaches Reg.	Extra	Seat Capacity 20 pass.	29 or 30 pass.	37 pass.
Fairmount	1	1	2		
Woodbury	1		1		
Hamilton–S. Leonard	2	1	3		
Milldale	1	1		1	
East Main St.	3	4	3	4	
Baldwin St.	3	2		5	
Highland–Walnut	4	3		7	
Middlebury	2	2		4	
Cheshire	2	2		4	
Naugatuck West Side	1			1	
" East "	3	4		3	4
Hill St.–Sylvan	2	2		4	
Fort Hill		4		4	
Totals	25	26	10	37	4

3915

Of the 26 coaches listed under "extra" 9 of them will be in operation from 5 to 8 hours a day while 19 of them will be used mornings and late afternoons only. This is the condition that in theory provides spaces during certain hours of the day but makes it imperative to have all coaches owned ready for the morning and evening rush when possible. Laying up of coaches in garage a sufficient time for proper inspection or careful repairs becomes increasingly difficult during the winter season.

Yours truly,

C. H. Chapman
Manager

3916

Exhibit 30.

Memorandum on Bus Shortage at Waterbury.

WATERBURY

As of November 15, 1936

5/7/37
P. A. R

Line	Buses Required 20	25	30	Total
Fairmount	2			2
3917 Hamilton-S. Leonard		3		3
Milldale	1			1
East Main St.			7	7
Baldwin Street			6	6
Highland-Walnut		5	2	7
Cheshire			5	5
Naug.-West Side			2	2
Naug.-East Side			8*	8*
Hill St.-Sylvan			4	4
Fort Hill			4	4
Middlebury			2	2
Woodbury	1			1
Total	4	8	40	52

Summary	20	25	30	Tot
Buses Owned	7	0	30*	37
Line Requirement	4	8	40	52
Difference	3	8	10	15
Necessary Spares	0	1	4	5
Total Buses Short	3	9	14	26
Buses Rented			3	3
Difference	3	9	11	23

3918 * 4—37 Passenger buses.

Note. Total line requirement of Woodbury and Middlebury not shown as two 20-Passe[nger] buses were left on property by The Connecticut Company for their part of line.

Note. Twenty buses short, excluding 3 rented from County Transp. Co. on No. 4, 1935 { 25 / 25 / 20

Exhibit 32.

3919

THE CONNECTICUT COMPANY

NEW HAVEN, CONNECTICUT

R. J. BENNETT
Vice President & General Manager

July 20, 1936

MR. W. W. BODINE,
President, Connecticut Railway and Lighting Co.,
1401 Arch St., Philadelphia.

DEAR MR. BODINE:

The Public Utilities Commission require all two-wheel brake coaches to be retired from 3920
service by July 1, 1938 unless dispensation is obtained in the case of coaches that are in very good condition and reasonably modern. There are operated on the Connecticut Railway and Lighting Co. properties 143 coaches of which 77, including 5 leased coaches, are two-wheel brake coaches. The ages and types of these coaches are as follows:

Year of Manufacture	No. of Coaches	Type
1923	5	Whites
	1	Yellow
1924	2	Whites
	1	Mack 3921
	7	Yellows
1925	4	Whites
	12	Yellows
1926	4	Whites
	8	Macks
	5	Macks leased from the County Transp. Co.
	10	Yellows
1927	9	Macks
	6	Yellows
1929	3	Macks
	75	
	5 leased	

Exhibit 32.

There also are five Whites manufactured in 1922 which have not been operated for about a year as they are not in such condition that we can operate them. Since they were discontinued from operation, they have been robbed of parts to keep other coaches of the same type in service at minimum cost.

Before another winter we should replace at least thirty-seven of these coaches, and also purchase ten coaches to replace the leased coaches, and to provide some spare of which we are greatly in need in the winter season. In making these replacements of 28 and 29 passenger coaches, some would be 20 passenger coaches, some 30 and a few 37 passenger. With the purchase of new equipment some transfers of present coaches between cities would be desirable.

I am sending you the above as a matter of information and shall be glad to be of assistance if you desire.

Yours very truly,

R. J. Bennett
V. P. & G. M.

Exhibit 33.

3925

NEW BRITAIN

As of November 15, 1936

4/29/37
P. A. R.

	Buses Required			
	20	25	30	Total
ington-Meriden*	1			1
ville-Meriden	1			1
-New Britain		2		2
ington		2		2
Stanley		2		2
ers			2	2
co Workers#			6	6
Total	2	6	8	16

Summary	20	25	30	Total
Buses Owned‡	3	4	10	17
Line Requirement	2	6	8	16
Difference	1	2	2	1
Necessary Spares	0	1	1	2
Total Buses Short	1	3	1	1
Buses Rented		None		
Difference	1	3	1	1

3926

ludes one Connecticut Company bus; Connecticut Company operation is 36 minutes—
minute headway, one bus wouldn't do it. Connecticut Company left one bus for this
eration which is not in above.

sco extras were operated out of New Britain.

pped six in December, 1936, and six more in March, 1937.

‡: One bus short in New Britain

3927

3928 **Exhibit 100.**

Agreement of December 16, 1935 between the New Haven and The Connecticut Company.

THIS AGREEMENT by and between THE NEW YORK, NEW HAVEN AND HARTFORD RAILROAD COMPANY, a corporation organized and existing under the laws of the State of Connecticut, of the first part, HOWARD S. PALMER, W. M. DANIELS and JAMES LEE LOOMIS, Trustees of the estate of The New York, New Haven and Hartford Railroad
3929 Company, of the second part, and THE CONNECTICUT COMPANY, a corporation organized and existing under the laws of the State of Connecticut, of the third part, WITNESSETH THAT:

WHEREAS, by a sublease dated February 28, 1910 the first party did sublet to the third party certain street railway property subject to a lease dated December 19, 1906 from Connecticut Railway and Lighting Company to The Consolidated Railway Company, which sublease contained the following as its final provision:

3930 "All the foregoing provisions of this instrument are subject to the condition that the life of this instrument may at any time be terminated by an agreement in writing of the parties hereto, whereupon all the rights of The Connecticut Company in and to the franchises and property conveyed by this instrument shall be restored to the Railroad Company and be by it possessed as fully as if this instrument had never been executed; provided, however, that a copy of such agree-

ment between the parties hereto shall be promptly delivered to the said Connecticut Railway and Lighting Company."; and 3931

WHEREAS, said first and third parties have filed petitions for reorganization in the United States District Court for the District of Connecticut under the appropriate sections of the Federal Bankruptcy Act, proceedings under which petitions are now pending; and

WHEREAS, by order entered December 7, 1935 in the proceedings of the third party the Court directed said party to terminate certain of its executory contracts, including said sublease; and 3932

WHEREAS, by order entered December 14, 1935 the Court authorized the first and second parties to enter into a written agreement with the third party to terminate said sublease as provided in its final provision as set forth above:

NOW, THEREFORE, each party hereto, in consideration of the acts and agreements of the other parties, and acting under the authority or direction of the Court and the power reserved to the first and third parties in the sublease of February 28, 1910 above referred to, hereby rescinds and terminates the life of said sublease. 3933

IN WITNESS WHEREOF, the parties hereto have caused these presents to be signed and the first and third parties have caused their corporate

seals to be hereunto affixed by their officers thereunto duly authorized as of the 16th day of December, 1935.

THE NEW YORK, NEW HAVEN AND HARTFORD RAILROAD COMPANY

by

(SEAL) H. S. PALMER
President.

Attest:

A. E. CLARK
Secretary.

H. S. PALMER (L. S.)
W. M. DANIELS (L. S.)
JAMES LEE LOOMIS (L. S.)
Trustees.

THE CONNECTICUT COMPANY,

by

(SEAL) E. G. BUCKLAND
Chairman of the Board.

Attest:

A. E. CLARK
Secretary.

Exhibit 101

3937

EXTENSIONS MADE SINCE THE DATE OF THE LEASE, AUGUST 1, 1906, TO C. R. & L. TRACKAGE NOW IN OPERATION, OCTOBER 23, 1935.

BRIDGEPORT DIVISION

Date		Miles of Road
4/30/1919	Housatonic Avenue, from Congress St. 15/05, C(RL)c4 to Golden Hill St., 25/88.1 C(RL)c10	0.165
7/31/1915	Boston Avenue, from Cemetery Gate, 115/92 to Central Avenue 136/83	0.396
12/31/1919	Station Loop, from State & Main Street, 9/14.9 C(RL)c11, to Fairfield Avenue, and Water Street, 23/08.4, C(RL)c8	0.278

3938

WATERBURY DIVISION

1907	Watertown Line from Oakville, 177/94, to Watertown, 327/73	2.837
1909	Thomaston Avenue Extension, from Sheffield Street, Waterville, 167/32 to Fort Hill, 24/10	0.886
1910	Town Plot Line from Bank St. and James, 43/09, C(RL)f9, to Highland Avenue, 94/38, C(RL)f10	0.972
1911	Grand St., from Bank St., 8/54.2 to South Main Street, 14/16	0.107
1912	Meadow St., from West Main St., 16/67.8, C(RL)f12, to Bank St., 16/48.9, C(RL)f9	0.550
1914	Chase Rolling Mill Line, from Lakewood Junction, 85/56 C(RL)f3 to Cook & Homer Sts., 131/73.1	1.192
1914	Robinson Street, from North Main St., 57/52.8, C(RL)f3, to Division St., 69/62, C(RL)f5	0.229
	Total as of October 23, 1935	7.612

3939

Exhibit 102

THE CONNECTICUT COMPANY

EXTENSIONS OF CONN. RWY. & LIGHTING CO. MILEAGE AS PROVIDED FOR UNDER THE LEASE—OPERATED DEC. 17, 1925

Extension	Items Inventoried as of 12/31/26 Priced at 1910—1914 Prices—In Service 12/17/25	A.F.E. Installations at Recorded Costs made subsequent to 12/31/26—In service 12/17/25	Land Orig. Cost on Conn. Co. Books: Fee in Conn. Co.	Land Orig. Cost on Conn. Co. Books: Fee in C. R. & L. Co.	Land Orig. Cost on Conn. Co. Books: Total
Bridgeport Division					
1. Housatonic Ave.	$ 32,586.77	$ —	$ —	$ —	$ 32,586.77
2. Boston Ave.	13,818.46	3,560.00	—	—	17,378.46
3. Station Loop (Water St.)	40,553.65	—	—	—	40,553.65
	$ 86,958.88	$ 3,560.00	$ —	$ —	$ 90,518.88
Waterbury Division					
4. Watertown Line Ext.	135,715.44	—	150.00	—	135,865.44
5. Thomaston Line Ext.	13,142.49	5,333.45	3,000.00	—	21,475.94
6. Town Plot Line	43,432.29	6,660.84	—	—	50,093.13
7. Grand St.	5,449.83	—	—	—	5,449.83
8. Meadow St.	65,431.00	—	—	—	65,431.00
9. Chase Rolling Mills	131,244.44	—	21,011.00	1,000.00	153,255.44
10. Robinson St.	10,686.49	—	—	—	10,686.49
	$405,101.98	$11,994.29	$24,161.00	$1,000.00	$442,257.27
	$492,060.86	$15,554.29	$24,161.00	$1,000.00	$532,776.15

New Haven, Conn.,
July 1, 1927.

Exhibit 103

3943

Summary of Authorities

THE CONSOLIDATED RAILWAY COMPANY
EXPENDITURES AUTHORIZED 1907 ON
C. R. & L. CO. PROPERTY

SUMMARY

Points	Cars	Power	Feeder	Track	Buildings	Total
Bridgeport	$189,240	$168,300	$66,155	$102,850		$ 526,545
Norwalk	43,327		9,700			53,027
Derby	85,239	5,350		172,850		263,439
New Britain	18,174			64,417		82,591
Waterbury	178,479			69,314	$29,304	277,097
Totals	$514,459	$173,650	$75,855	$409,431	$29,304	$1,202,699
Expenditures under C. R. & L. Co. Authorizations Aug. 1 to Dec. 31, *1906*						$ 401,231
						$1,603,930

3944

3944

70/37

3946 **Exhibit 106**

EXCERPTS FROM MR. REYNOLDS' RECOMMENDATIONS FOR CONSTRUCTION, BETTERMENTS AND EXTRAORDINARY REPAIRS TO C. R. & L. PROPERTY IN 1907.

(References are to pages of Exhibit 106)

TRACK.

"Several narrow escapes from collision on single track near Ryan's switch (Norwalk) . . .
3947 have led us to consider the extension of the double track 925 ft. around the curve at that point. This curve is locally known as a blind curve and a 'bad one'" (13).

A new turnout on East Avenue, Norwalk, is needed as the location of the present one "is not proper for convenient operation of cars under the present headway" (13).

"In order to reduce irritating delays" a new turnout is necessary in Darien (13).

3948 "A new turnout is also needed at Noroton" (13).

"The traffic between South Norwalk and points west can only be operated on a 20 minute headway, which is insufficient for even fair accommodations, while the present facilities for handling extras at So. Main St. switch are entirely inadequate causing considerable delay" (13-14A).

"Present 4" rail on east bound track on Wall Street from the Norwalk barn to Mill Hill switch should be relaid with 6"-70 lb. rail in order to accommodate heavier cars" (14A).

Exhibit 106.

Considerable "bonding" should be done on track in Norwalk district (14B-15). 3949

"For protection from electrolysis, and to reduce danger from stray currents" bonding and insulated joints are necessary at the Standard Oil Siding (15).

"Renewal of rail on Stratford Ave." should be made in 1907 (28).

"Condition of the old 3½" rail has not improved, but quite the reverse", on East Broadway, Bridgeport, and the rail "is altogether too light for the traffic that it is called upon to carry" (28). 3950

The rail on the Milford Division "has suffered very badly from electrolysis and rust, so that it is no longer safe for heavy traffic at high speed. We have had several of them break in the past year" (28).

"Owing to the heavy travel on the Milford line the need of double tracking is very apparent. The short stretch of single track at Woodmont . . . is the cause of very trying conditions" (28). 3951

"The authorities suggest that we relocate our tracks thereabout [Milford Meadows], so as to take out some of the numerous crooks and reverses" (29).

The single track on East Broadway "is cause of considerable delay. The present track is light T. rail" (29).

"Similar double tracking is needed between Indian River and the turnout on New Haven Ave." (29).

Exhibit 106.

3952 "A careful investigation of condition of rail on State St. and North Main St. reveals the fact that it will be necessary to change this rail soon" (30).

"On State St. we have 2697' and on Main St. 1854' of double track which will require renewal . . . the job will be expensive. Nevertheless, the service on these streets is very heavy and the work should be done next Spring without fail" (30).

"At the Stratford Ave. operating car house we are in need of a 'Y' for turning cars" (31).

3953 "We should have in Bridgeport for use of the track department, a pair of horses with necessary harnesses, one double and two single dump carts" (32).

"We have no hose bridges in this (Bridgeport) district and a number of times during the past year all cars have been stalled for lack of such device. They should be purchased and held in barn for use in case of fires" (32).

3954 "Electric track switches would be of considerable assistance in maintaining schedules" (33).

"West Main St. (New Britain) now has more cars operating on it than track facilities will accomodate. Cars are frequently off schedule and much complaint is heard. When the line through Broad Street is built . . . conditions will be aggravated. This street should be double tracked at once" (48).

Similar situations existed on Main Street, Chestnut Street and the Newington Line (48, 49).

"The turnout at White Oak Park . . . is laid with 3½" horse car rail and is unfit for the use to which it is now being put" (50). 3955

"There still remain some of our important Waterbury Lines with single track that must be doubled at once if we intend to keep abreast of the business that offers" (62).

"The estimates cover new rail where the old is badly worn or too light . . . We realize this is a large amount of money, but it . . . is imperative if we would maintain good and adequate service" (62).

On the Cheshire Line in the Waterbury District "our right of way is so narrow that the filling from the bank washes . . . during every storm and has made us considerable trouble during the past year." More land should be bought or retaining walls built (63). 3956

"We should have two hose bridges in this (Waterbury) District for use in case of fire" (64).

FEEDERS AND OVERHEAD TROLLEY SYSTEM 3957

Feeder capacity on the Stamford Line "is now seriously deficient" (15).

"There should also be a ground return feeder run from Washington and So. Main Sts. to the power house . . . to prevent electrolysis of pipes and telephone cables" (15).

"Something must be done to improve feeder system on Milford Line during 1907 if business on this line is to be handled on heavy days.

3958 It is absolutely impossible to operate a 7½ minute schedule on account of lack of feeder capacity. . . . Insufficient power makes conditions extremely embarrassing, not to say serious" (35).

"The Westport Line now has insufficient feeder capacity" (36).

"Additional ground return feeders should be installed from Seaview Ave. power house to Fairfield Ave. and Water St." (36).

The Fairfield Avenue "Feeder is now overloaded . . . it will be impossible to carry sufficient current on present feeders and submarine cables when the summer schedule is in operation" (37).

3959

"It will also be necessary to increase the capacity of the State St. feeder" (37).

"About ten miles of trolley wire should be renewed in this [Bridgeport] District. The old wire is worn so that it is quite unsafe" (37).

"Our long suburban lines to Milford and Derby, also to Norwalk, frequently lose considerable time through inability to get orders in case of disabled cars, in consequence of lack of telephone facilities . . . 30 miles of telephone should be erected, together with 25 good instruments to locate on turnouts and in offices" (37).

3960

"The Hartford line now has insufficient feeder capacity for proper operation of cars during heavy loads" (52).

"There is considerable trolley wire in this [New Britain] District badly worn, which should be renewed. It is estimated that there will be required for this work, 10 miles of trolley wire with new poles, spans, etc." (52).

"The section of track between Cheshire and Mt. Carmel is now handicapped due to lack of sufficient feeder capacity" (64). 3961

"The Cheshire-Milldale Line has no feeder whatever, and it is impossible to operate two cars on it and maintain schedule" (64).

"In Waterbury the Baldwin St. Line also needs additional feeder capacity" (65).

"There is considerable trolley wire in this [Waterbury] District which should be renewed. We will need for 10 miles" (65).

3962

CARS, CAR BARNS AND REPAIR SHOPS

"The roof and gutters of the Norwalk Car House will need considerable repair work" (16).

"We have three box cars without trucks or motors" (16).

"Our work car for this [Norwalk] District is single truck with a very short body and is in bad repair" (16).

New car requirements for the Norwalk District are not less than five open and three box cars (16). 3963

Two new cars will be required for the extension of the Hancock Avenue line in Bridgeport (25-6).

Four more cars will be needed for the Wood Avenue extension (26).

Four more cars will be needed for the Barnum Avenue extension (26).

"Our equipment of barns and shops at Bridgeport is entirely inadequate, and with the n equipment constantly being added, and the increase in car mileage, the conditions have

3964 reached a point where it is practically impossible to operate successfully and give our equipment the necessary care and attention required for safety. Lack of facilities adds seriously to our expense in maintaining the equipment . . . We would recommend for the coming year the building of a car barn on our property at Avon Park, Stratford, or some other nearer location" (33-34A).

"The above proposed barn in conjunction with our present East End Barns and Storage barns, would allow us to convert a part of the
3965 Barnum Ave. barn into a repair shop" (34A).

"We have 1-28 ft. box car and 2-15 bench open car bodies for which no trucks or motor equipment were ever purchased" (34A).

"To better enable us to handle snow storms, and give reliable service during times of slippery rail, we recommend that 44 of our single truck box cars, now without, be equipped with sand boxes of approved type. Lack of these in the past year has caused numerous accidents" (34A).

3966 Twenty new double truck cars are necessary to handle traffic in the Bridgeport District (34B).

We need "a test car for testing bonds, feeder drops, etc. The present system of testing bonds is a very slow process" (34B).

"Several of our old cars and trucks having seen their best days, are now in a very dilapidated condition" (35).

In the Derby District "six single trucks are worn out and require renewals" (42).

"We point out the desirability of a motor flat car for this district" (42).

Fifteen new cars are required for the line from Derby to Naugatuck (42). 3967

In New Britain three new cars are needed (51).

"Four double motor equipment . . . ought to be purchased before next winter to replace . . . equipments now under snow plows; the latter are altogether too light for the service" (51).

"There are four other double truck cars . . . which are equipped each summer only by robbing a like number of box cars of two motors each" (51).

3968

"In this [Waterbury] district . . . we have not kept pace . . . in the matter of car barn capacity, and facilities for proper inspection of repairs to car equipment . . . it will be absolutely necessary to provide a suitable barn for the inspection and repair of rolling stock" (66).

In Waterbury two new box cars are required (66).

POWER GENERATING STATIONS

3969

The Bridgeport station has "already exceeded the rated capacity of boilers and additional capacity should be installed. The 4 . . . tubular boilers are now disconnected. . . . They should be replaced by 2-500 HP Water tube boilers. . . . In order to install these boilers it will be necessary to rebuild the old portion of boiler room and also build a new stack" (24).

In Derby "additional capacity is required in boilers, engines and generators with the largest unit down, but on account of the inability of

3970 the present 200 KW engines and generators to carry their rated load (it being necessary to reduce the steam pressure when they are operated), we also lose some capacity from the 500 KW unit. . . . There should be an additional engine installed. At the present time we are taking chances that are too expensive in all ways. Furthermore, operation of the Naugatuck Valley cars will greatly increase the load" (40).

Several of the batteries have depreciated so that their actual capacity was very much less than their rated capacity (40).

3971 " . . . As the present engines direct connected to the 200 KW generators cannot be operated satisfactorily condensing we propose moving their condensor" (41).

3972

UNITED STATES DISTRICT COURT 3973

DISTRICT OF CONNECTICUT.

IN PROCEEDINGS FOR THE REORGANIZATION OF A RAILROAD.

IN THE MATTER OF THE NEW YORK, NEW HAVEN AND HARTFORD RAILROAD COMPANY, Debtor.	No. 16562 3974

Petition of Appeal

TO THE HONORABLE, THE JUDGES OF THE UNITED STATES DISTRICT COURT FOR THE DISTRICT OF CONNECTICUT:

WHEREAS, this Court by Order made and entered on September 27, 1937 in the above entitled proceeding did allow certain claims of 3975
CONNECTICUT RAILWAY AND LIGHTING COMPANY, as Creditor of the Debtor herein, and did disallow other claims of said Claimant, your petitioner, Connecticut Railway and Lighting Company, feeling itself aggrieved by said Order and the adjudications therein made with respect to its said claims, does hereby petition for an appeal to the United States Circuit Court of Appeals for the Second Circuit from so much of said Order as disallows the claims of your petitioner against the Debtor herein, and prays that its appeal may be allowed and a citation may be

granted directed to Howard S. Palmer, James Lee Loomis and Henry B. Sawyer, as Trustees of the Property of The New York, New Haven and Hartford Railroad Company, The New York, New Haven and Hartford Railroad Company, Bankers Trust Company as Trustee, United States Trust Company of New York as Trustee, Rhode Island Hospital Trust Company as Trustee, Irving Trust Company as Trustee, City Bank Farmers Trust Company as Trustee, Treasurer of the State of Connecticut as Trustee, Old Colony Trust Company, Reconstruction Finance Corporation, First National Bank of Boston as Trustee, Life Insurance Company Group, The New York Trust Company as Trustee, Savings Banks Group, Manufacturers Association of Connecticut, National Rockland Bank, The Chase National Bank, Union Trust Company, Federal Emergency Administrator of Public Works, Railroad Credit Corporation, The Mutual Life Insurance Company of New York, Protective Committee for Shareholders of Old Colony Railroad Company, Mutual Savings Banks Group, Aetna Life Insurance Company, Reorganization Plan Committee of Old Colony Railroad Company, Bank of New York and Trust Company as Trustee, Second National Bank of Boston, State Street Trust Company, Bank of The Manhattan Company as Trustee, Merchants National Bank of Boston, National Shawmut Bank and The City Solicitor of the City of Holyoke, commanding them to appear before the United States Circuit Court of Appeals for the Second Circuit to do and receive what may appertain to justice in the premises; and that a transcript of the record, proceedings and papers upon which said order of this Court was made, duly authenticated, may

be sent to the United States Court of Appeals 3979
for the Second Circuit under the rules of said Court in such case made and provided.

Dated: New York, October 11, 1937.

CONNECTICUT RAILWAY AND LIGHTING COMPANY,
By GARFIELD SCOTT,
Vice-President.

EMMET, MARVIN & MARTIN,
Attorneys for Petitioner,
48 Wall Street,
New York.

(Verification omitted) 3980

UNITED STATES DISTRICT COURT

DISTRICT OF CONNECTICUT.

IN PROCEEDINGS FOR THE REORGANIZATION OF A RAILROAD

IN THE MATTER OF THE NEW YORK, NEW HAVEN AND HARTFORD RAILROAD COMPANY, Debtor.	No. 16562

3981

Order Allowing Appeal

On reading and filing the petition of Connecticut Railway and Lighting Company duly executed on the 11th day of October, 1937, for the

3982 allowance of an appeal to the United States Circuit Court of Appeals for the Second Circuit from the order herein passing on the claim of said petitioner, dated September 27, 1937, and on consideration of the assignment of errors filed herein with said petition, it is

ORDERED that said petition is hereby granted and that the appeal to the United States Circuit Court of Appeals for the Second Circuit, as prayed for in said petition, is hereby allowed and that a certified copy of a transcript of the record, exhibits and documents relating to said
3983 claim and of all proceedings had in connection therewith be forthwith transmitted to the United States Circuit Court of Appeals for the Second Circuit and that such other proceedings be had as may be proper; and it is further

ORDERED, that the petitioner file herein a bond for costs in the amount of $250 with good and sufficient surety, or, that the petitioner, in lieu of filing said bond, deliver to the Clerk of this Court a certified check acceptable to said Clerk in the amount of $250 and payable to the order
3984 of said Clerk.

Dated: at New Haven, Connecticut,
October 15, 1937.

Enter

C. C. HINCKS
United States District Judge.

UNITED STATES DISTRICT COURT 3985

DISTRICT OF CONNECTICUT.

IN PROCEEDINGS FOR THE REORGANIZATION OF A RAILROAD

IN THE MATTER
OF
THE NEW YORK, NEW HAVEN AND HARTFORD RAILROAD COMPANY,
Debtor.
No. 16562

3986

Assignment of Errors

Now comes the petitioner, CONNECTICUT RAILWAY AND LIGHTING COMPANY, and files the following Assignment of Errors and says that the order made and entered by this Court on September 27, 1937 in the above entitled proceeding was and is erroneous for the following reasons:

1. The Court erred in allowing only so much of your petitioner's claim for damages for injury resulting from the rejection of the Lease dated December 19, 1906 as had actually accrued at the date of the hearing on the claim on June 30, 1937, viz., $1,263,412.92. 3987

2. The Court erred in failing to allow your petitioner's claim against the Debtor for damages resulting from rejection of the Lease dated December 19, 1906 in the amount of the difference between the present value of the tax free stipulated rental and the actual earning power of the property discounted over the balance of the term of the Lease, viz., $23,190,314.73.

3988 3. The Court erred in failing to allow your petitioner's claim against the Debtor for damages resulting from rejection of the Lease dated December 19, 1906 in the amount of the rent reserved by the Lease without acceleration for the year next succeeding November 16, 1936, the date of the surrender of the premises, plus an amount equal to the unpaid rent accrued up to said date, viz., $3,195,125.40.

4. The Court erred in failing to allow your petitioner's claim for $78,523.20 of taxes accrued
3989 at petition filed, viz., October 23, 1935, which said taxes were payable by the Debtor pursuant to the provisions of the Lease dated December 19, 1906.

5. The Court erred in failing to allow your petitioner's claim for tax free rental and taxes accrued at petition filed, viz., October 23, 1935, in the sum of $388,282.83, payable by the Debtor pursuant to the provisions of the Lease dated December 19, 1906.

6. The Court erred in disallowing the claims
3990 of your petitioner against the Debtor on account of deferred maintenance, deficiencies and shortages of property returned by The Connecticut Company to your petitioner on the surrender of its properties by The Connecticut Company, to wit:

(a.) Deferred maintenance and obsolescence of trolley cars...	$334,448.00
(b.) Deferred maintenance of track and roadway.....	308,495.52
(c.) Shortages of materials and supplies	5,344.00

(d.) Deferred maintenance on buildings	95,481.78	3991
(e.) Deferred maintenance on overhead trolley	18,878.00	
(f.) Shortage of power generating and trolley feeder systems	648,000.00	
(g.) Deferred maintenance on busses.	314,484.00	
Shortage of busses	124,600.00	
(h.) Deferred maintenance on trucks and miscellaneous equipment	19,291.00	
(i.) Shortage of garage equipment.	7,257.72	
(j.) Shortage of spare units	3,352.00	3992
(k.) Shortage of general office equipment	4,540.65	
(l.) Transfer registration fees	152.00	

WHEREFORE, your petitioner prays that so much of the said order of the District Court as disallows the claims of your petitioner as hereinabove set forth be reversed and your petitioner's said claims be allowed accordingly.

Dated: New York, October 11, 1937.

CONNECTICUT RAILWAY AND LIGHTING COMPANY, 3993
By GARFIELD SCOTT
Vice-President.

EMMET, MARVIN & MARTIN,
Attorneys for Petitioner,
48 Wall Street,
New York.

3994 **Bond for Costs**

UNITED STATES DISTRICT COURT,

DISTRICT OF CONNECTICUT.

IN PROCEEDINGS FOR THE REORGANIZATION OF A RAILROAD.

IN THE MATTER
OF
3995 THE NEW YORK, NEW HAVEN AND HARTFORD RAILROAD COMPANY,
Debtor.

No. 16562

KNOW ALL MEN BY THESE PRESENTS, That we, CONNECTICUT RAILWAY AND LIGHTING COMPANY, as principal, and UNITED STATES GUARANTEE COMPANY, as surety, are held and firmly bound unto the above-named, The New York, New Haven and Hartford Railroad Company, in the sum of $250. for the payment of which, well and truly to be made, we bind ourselves, our successors
3996 and assigns, jointly and severally, firmly by these presents.

Sealed with our seals and dated this 11th day of October, 1937.

WHEREAS, an order was entered in the above-entitled proceedings in the District Court of the United States for the District of Connecticut on the 15th day of October, 1937 allowing an appeal to the United States Circuit Court of Appeals for the Second Circuit from a certain order made by said United States District Court on the 27th day of September, 1937, wherein Connecticut Railway and Lighting Company

was Petitioner and The New York, New Haven 3997
and Hartford Railroad Company was Respondent; and

WHEREAS, in said order allowing said appeal, it was required that Appellant give a bond on appeal in the sum of $250.;

NOW, THEREFORE, the condition of this obligation is such that if the above-named shall prosecute its appeal to effect and answer all damages and costs if it fails to make said appeal good, then this obligation shall be void, otherwise the same shall be and remain in full force and virtue. 3998

IN WITNESS WHEREOF, the parties hereto have signed and sealed this instrument the 11th day of October, 1937.

CONNECTICUT RAILWAY AND LIGHTING COMPANY,
By: GARFIELD SCOTT
SEAL Vice-President.

UNITED STATES GUARANTEE COMPANY,
By: WILLIAM E. SCHENCK
SEAL Vice-President. 3999

and WARD E. FLAXINGTON
Assistant Secretary.

(Acknowledgments and Justification Omitted.)

(Endorsed:)

Within bond approved.

Dated: October 15, 1937.

C. C. HINCKS,
U. S. District Judge.

4000 UNITED STATES DISTRICT COURT,

DISTRICT OF CONNECTICUT.

IN PROCEEDINGS FOR THE REORGANIZATION OF A RAILROAD.

IN THE MATTER OF THE NEW YORK, NEW HAVEN AND HARTFORD RAILROAD COMPANY, Debtor. No. 16562

4001

Citation

By THE HONORABLE CARROLL C. HINCKS, United States District Judge,

To HOWARD S. PALMER, JAMES LEE LOOMIS and HENRY B. SAWYER, as Trustees of the Property of The New York, New Haven and Hartford Railroad Company, THE NEW YORK, NEW HAVEN AND HARTFORD RAILROAD COMPANY, BANKERS TRUST COMPANY as Trustee, UNITED STATES TRUST COMPANY OF NEW YORK as Trustee, RHODE ISLAND HOSPITAL TRUST COMPANY as Trustee, IRVING TRUST COMPANY as Trustee, CITY BANK FARMERS TRUST COMPANY as Trustee, TREASURER OF THE STATE OF CONNECTICUT as Trustee, OLD COLONY TRUST COMPANY, RECONSTRUCTION FINANCE CORPORATION, FIRST NATIONAL BANK OF BOSTON as Trustee, LIFE

4002

INSURANCE COMPANY GROUP, THE NEW YORK 4003
TRUST COMPANY as Trustee, NEW YORK LIFE INSURANCE COMPANY, SAVINGS BANKS GROUP, MANUFACTURERS ASSOCIATION OF CONNECTICUT, NATIONAL ROCKLAND BANK, THE CHASE NATIONAL BANK, UNION TRUST COMPANY, BOSTON & PROVIDENCE RAILROAD CORPORATION, FEDERAL EMERGENCY ADMINISTRATION OF PUBLIC WORKS, RAILROAD CREDIT CORPORATION, THE MUTUAL LIFE INSURANCE COMPANY OF NEW YORK, PROTECTIVE COMMITTEE FOR SHAREHOLDERS OF OLD COLONY RAILROAD COMPANY, HOWARD S. PALMER, JAMES LEE LOOMIS and 4004
HENRY B. SAWYER, as Trustees of the Property of Old Colony Railroad Company, MUTUAL SAVINGS BANKS GROUP, AETNA LIFE INSURANCE COMPANY, REORGANIZATION PLAN COMMITTEE OF OLD COLONY RAILROAD COMPANY, JEAN ANNETT, BANK OF NEW YORK AND TRUST COMPANY as Trustee, SECOND NATIONAL BANK OF BOSTON, STATE STREET TRUST COMPANY, BANK OF THE MANHATTAN COMPANY as Trustee, MERCHANTS NATIONAL BANK OF BOSTON, NATIONAL SHAWMUT BANK, THE CITY OF HOLYOKE, GUARANTY TRUST COMPANY as Trustee, EDWARD B. ALDRICH, 4005
ABBY A. ROCKEFELLER and WINTHROP W. ALDRICH, and THE PENNSYLVANIA RAILROAD COMPANY,

GREETING:

You are hereby cited and admonished to be and appear before the United States Circuit Court of Appeals for the Second Circuit, to be holden in the Borough of Manhattan, City of New York, in the said Circuit, on the thirtieth day from the

4006 date hereof, pursuant to an appeal filed in the office of the Clerk of the United States District Court for the District of Connecticut, wherein Connecticut Railway and Lighting Company is Appellant and you are Appellees, to show cause, if any there be, why the order in said cause dated September 27, 1937 should not be corrected, and why speedy justice should not be done in that behalf.

Given under my hand in the City of New Haven, State of Connecticut, in the District and Circuit above named, this 15th day of October, in
4007 the year of our Lord, One thousand nine hundred and thirty-seven, and of the Independence of the United States, the One hundred and sixty-second.

C. C. Hincks
United States District Judge.

4008

Praecipe 4009

UNITED STATES DISTRICT COURT.

DISTRICT OF CONNECTICUT.

IN PROCEEDINGS FOR THE REORGANIZATION OF A CORPORATION.

IN THE MATTER OF THE CONNECTICUT COMPANY, Debtor.	No. 16587. 4010

IN PROCEEDINGS FOR THE REORGANIZATION OF A RAILROAD.

IN THE MATTER OF THE NEW YORK, NEW HAVEN AND HARTFORD RAILROAD COMPANY, Debtor.	No. 16562. 4011

TO THE CLERK OF THE UNITED STATES DISTRICT COURT FOR THE DISTRICT OF CONNECTICUT:

You are hereby requested to make a transcript of the record to be filed in the Circuit Court of Appeals for the Second Circuit by reason of appeals allowed from the Orders dated September 27, 1937 rendered by the District Court of the District of Connecticut in the above-entitled causes.

Praecipe.

4012 You will please include in said transcript, the following:

In Proceedings for the Reorganization of the Connecticut Company:

Order No. 1 filed October 31, 1935;

Order No. 5 continuing the Debtor in possession, filed November 18, 1935;

Report of Debtor with regard to rejecting executory contracts, filed November 30, 1935;

Order No. 6 directing Debtor to reject executory contracts, filed December 7, 1935;

4013 Report of Debtor concerning rescission of Sublease, filed December 18, 1935;

Order No. 9 with regard to filing claims, filed December 27, 1935;

Order No. 11 continuing the Debtor in possession, filed January 14, 1936;

Order No. 17 respecting the filing of certain claims, filed March 27, 1936;

Proof of claim of Connecticut Railway and Lighting Co., filed March 30, 1936;

Motion of Debtor to strike out proof of claim, filed April 21, 1936;

4014 Answer of Connecticut Railway and Lighting Co. thereto, filed April 20, 1936;

Memorandum of Decision on Debtor's motion to strike out claim, filed July 22, 1936;

Petition of Connecticut Railway and Lighting Co., filed September 23, 1936;

Answer of Debtor thereto, filed September 29, 1936;

Order No. 36, filed October 14, 1936;

Petition of Connecticut Railway and Lighting Co. for surrender of its properties, filed October 15, 1936;

Answer of Debtor thereto, filed October 20, 1936;

Order No. 38 directing Debtor to turn over property, filed October 29, 1936; 4015

Petition of Connecticut Railway and Lighting Co., filed December 30, 1936;

Order re notice of hearing thereon, filed December 30, 1936;

Answer of Debtor thereto, filed January 29, 1937;

Order No. 43 denying said petition, filed February 6, 1937;

Answer of Debtor to proof of claim of Connecticut Railway and Lighting Co., filed February 11, 1937; 4016

Report to Court as to operation of property of Connecticut Railway and Lighting Co., filed May 14, 1937;

Reply of Connecticut Railway and Lighting Co. to answer to proof of claim, filed May 19, 1937;

Order No. 54 on report of avails from operation, filed May 21, 1937;

Memorandum of Decision, filed September 1, 1937;

Supplemental Stipulation on proofs of claim of Connecticut Railway and Lighting Co., filed September 27, 1937; 4017

Order on re-hearing on said claim, filed September 27, 1937;

Order on proof of claim of Connecticut Railway and Lighting Co., filed September 27, 1937;

The statement of evidence prepared by the Appellant and lodged in your office herewith;

The appeal papers, including the petition for appeal, the order of allowance, the assignment of errors, the cost bond, the citation, this praecipe and the Clerk's certificate authenticating the record.

Praecipe.

4018 In Proceedings for the Reorganization of The New York, New Haven and Hartford Railroad Company:

Order No. 1 approving petition for reorganization, filed October 23, 1935;

Petition of Trustees and Debtor to terminate Sublease, filed December 14, 1935;

Order No. 23 authorising such termination, filed December 14, 1935;

Report of Trustees and Debtor as to disaffirmance, filed December 18, 1935;

Order No. 32 as to filing claims, filed
4019 January 4, 1936;

Petition of Connecticut Railway and Lighting Co. for surrender of its properties, filed October 19, 1936;

Order No. 107 directing property to be turned over, filed October 29, 1936;

Proof of claim of Connecticut Railway and Lighting Co., (Claim No. 203);

Answer of Trustees to Claim No. 203;

Reply of Connecticut Railway and Lighting Co. to answer, filed May 19, 1937;

The appeal papers, including the petition
4020 for appeal, the order of allowance, the assignment of errors, the cost bond, the citation and the Clerk's certificate authenticating the record.

Dated: New York, October 19, 1937.

Yours, etc.,

Emmet, Marvin & Martin,
Attorneys for Appellant,
48 Wall Street,
New York, N. Y.

In The

4021

DISTRICT COURT OF THE UNITED STATES

For the District of Connecticut

In Proceedings for the Reorganization of a Railroad

In the Matter of The New York, New Haven and Hartford Railroad Company, Debtor. Howard S. Palmer, James Lee Loomis, Henry B. Sawyer, Trustees of the property of said Debtor, Appellants.	No. 16562. 4022 *In re* Claim of Connecticut Railway and Lighting Company.

Petition and Order Allowing Appeal

To the Honorable, the Judges of the United States District Court for the District of Connecticut: 4023

Your petitioners, Howard S. Palmer, James Lee Loomis and Henry B. Sawyer, Trustees of the property of The New York, New Haven and Hartford Railroad Company, feeling themselves aggrieved by the order of this Court, made and entered on September 27, 1937 in the above entitled proceeding allowing certain claims of Connecticut Railway and Lighting Company do hereby appeal from said order of this Court to the United States Circuit Court of Appeals for

4024 the Second Circuit for the reasons set forth in the Assignment of Errors of your petitioners which is filed herewith, and pray that their appeal may be allowed and a citation granted, directed to said Connecticut Railway and Lighting Company, commanding the latter to appear before the United States Circuit Court of Appeals for the Second Circuit to do and receive what may appertain to justice to be done in the premises, and that a transcript of the record, proceedings and papers upon which said order of this Court was made, duly authenticated, may be sent to the
4025 United States Circuit Court of Appeals for the Second Circuit under the rules of said Court in such case made and provided.

Dated, New Haven, Connecticut, October 26, 1937.

HOWARD S. PALMER, JAMES LEE LOOMIS and HENRY B. SAWYER, Trustees of the Property of the NEW YORK, NEW HAVEN AND HARTFORD RAILROAD COMPANY,
by

HERMON J. WELLS,
Attorney.

4026 Office and P. O. Address
71 Meadow Street
New Haven, Connecticut
Attorney for Petitioners.

Appeal allowed this 26 day of October, 1937.

C. C. HINCKS
United States District Judge.

In The

DISTRICT COURT OF THE UNITED STATES

For the District of Connecticut

In Proceedings for the Reorganization of a Railroad

In the Matter

of

The New York, New Haven and Hartford Railroad Company,
Debtor.

Howard S. Palmer, James Lee Loomis, Henry B. Sawyer, Trustees of the property of said Debtor,
Appellants.

No. 16562.

In re Claim of Connecticut Railway and Lighting Company.

Assignment of Errors

Now come the petitioners, Howard S. Palmer, James Lee Loomis and Henry B. Sawyer, Trustees of the property of The New York, New Haven and Hartford Railroad Company, and file the following Assignment of Errors and say that the order made and entered by this Court on September 27, 1937 in the above entitled proceeding was and is erroneous for the following reasons:

1. The Court erred in allowing a claim for injury resulting from the rejection of the lease

4030 dated December 19, 1906 measured by the difference between the stipulated rent and the net earnings of the demised property up to the date of the hearing on the claim, i.e., June 30, 1937.

2. The Court erred in granting leave to Connecticut Railway and Lighting Company to apply for a supplemental hearing at a future date on the theory that it will be entitled to prove a claim for any damage accruing after June 30, 1937 from the rejection of the lease dated December 19, 1906.

4031

3. The Court erred in holding that Connecticut Railway and Lighting Company would be entitled to any damages which might accrue after June 30, 1937 on account of the rejection of the lease dated December 19, 1906.

4. The Court erred in failing to hold that the claim of Connecticut Railway and Lighting Company for injury resulting from the rejection of the lease dated December 19, 1906 should not be allowed in an amount in excess of the rent reserved therein up to May 1, 1936, the last date
4032 for filing claims against the Debtor herein.

5. The Court erred in failing to hold that the claim of Connecticut Railway and Lighting Company for injury resulting from the rejection of the lease dated December 19, 1906 should not be allowed in an amount in excess of the rent reserved therein up to November 16, 1936, the date when Connecticut Railway and Lighting Company exercised the option reserved to it in said lease to terminate the same and repossess the demised property.

6. The Court erred in failing to hold that the 4033
claim of Connecticut Railway and Lighting Company for injury resulting from the rejection of the lease dated December 19, 1906 should not be allowed in an amount in excess of the rent reserved therein up to December 18, 1936, one year after surrender of the premises.

7. The Court erred in holding that $1,263,412.92 represents the difference between the stipulated rent and the net earnings of the demised property from December 18, 1935 to June 30, 1937.

8. The Court erred in allowing a claim for ac- 4034
crued rent up to October 31, 1935, (the date of approval of the petition for reorganization of The Connecticut Company) instead of October 23, 1935 (the date of approval of the petition for reorganization of the Debtor).

9. The Court erred in allowing a claim in the amount of $27,858.75, or any other amount, against the estate of the Debtor on account of taxes assessed against Connecticut Railway and Lighting Company payable prior to December 18, 1935.

4035

10. The Court erred in allowing a claim in the amount of $173,537.35, or any other amount, against the estate of the Debtor as a deficiency in the property returned to Connecticut Railway and Lighting Company.

11. The Court erred in failing to allow petitioners' counterclaim for the cost of "extensions" to the demised property repossessed by Connecticut Railway and Lighting Company in the amount of $532,776.15.

4036 12. The Court erred in failing to allow petitioners' counterclaim for the contents of the sinking fund as it stood on October 23, 1935, or the value thereof, to wit, $4,997,649.61.

WHEREFORE your petitioners pray that said order of the District Court be corrected to eliminate the errors hereinabove described and for such other and further relief as to the Court may seem proper.

Dated, New Haven, Connecticut, October 26, 1937.

4037

HOWARD S. PALMER, JAMES LEE LOOMIS, HENRY B. SAWYER, Trustees of the property of THE NEW YORK, NEW HAVEN AND HARTFORD RAILROAD COMPANY,

By HERMON J. WELLS,
Attorney.

Office and P. O. Address
71 Meadow Street,
New Haven, Connecticut,
Attorney for Petitioners.

4038

4039

IN THE

DISTRICT COURT OF THE UNITED STATES

FOR THE DISTRICT OF CONNECTICUT

IN PROCEEDINGS FOR THE REORGANIZATION OF A RAILROAD

IN THE MATTER

OF

THE NEW YORK, NEW HAVEN AND HARTFORD RAILROAD COMPANY,
Debtor.

HOWARD S. PALMER, JAMES LEE LOOMIS, HENRY B. SAWYER, Trustees of the property of said Debtor,
Appellants.

4040

No. 16562.

In re Claim of Connecticut Railway and Lighting Company.

Citation

4041

BY THE HONORABLE CARROLL C. HINCKS, ONE OF THE JUDGES OF THE UNITED STATES DISTRICT COURT FOR THE DISTRICT OF CONNECTICUT, IN THE SECOND CIRCUIT,

To CONNECTICUT RAILWAY AND LIGHTING COMPANY, GREETING:

You are hereby cited and admonished to be and appear before a United States Circuit Court of Appeals for the Second Circuit, to be holden at the Borough of Manhattan, in the City of

New York, in the District and Circuit above named, on the 24th day of November, 1937, pursuant to an appeal filed in the Clerk's Office in the District Court of the United States for the District of Connecticut, wherein Howard S. Palmer, James Lee Loomis and Henry B. Sawyer, Trustees of the property of The New York, New Haven and Hartford Railroad Company are appellants and you are appellee, to show cause, if any there be, why the order of September 27, 1937, in said appeal mentioned, should not be corrected and why speedy justice should not be done to the parties in that behalf.

Given under my hand in the City of New Haven, in the District and Circuit above named, this 26 day of October, 1937.

C. C. Hincks
United States District Judge for the District of Connecticut, in the Second Circuit.

Praecipe 4045

IN THE

DISTRICT COURT OF THE UNITED STATES

FOR THE DISTRICT OF CONNECTICUT

IN THE MATTER OF THE NEW YORK, NEW HAVEN AND HARTFORD RAILROAD COMPANY, Debtor. HOWARD S. PALMER, JAMES LEE LOOMIS, HENRY B. SAWYER, Trustees of the property of said Debtor, Appellants.	In Proceedings for the Reorganization of a Railroad 4046 No. 16562. *In re* Claim of Connecticut Railway and Lighting Company.
IN THE MATTER OF THE CONNECTICUT COMPANY, Debtor. THE CONNECTICUT COMPANY, as Debtor in possession, Appellant.	In Proceedings for the Reorganization of a Corporation No. 16587. 4047

TO THE CLERK OF THE UNITED STATES DISTRICT COURT FOR THE DISTRICT OF CONNECTICUT:

You are hereby requested to make a transcript of the record to be filed in the Circuit Court of Appeals for the Second Circuit by reason of appeals allowed from the Orders dated September 27, 1937 rendered by the District Court for the

4048 District of Connecticut in the above entitled causes.

You will please include in said transcript, the following:

In Proceedings for the Reorganization of The Connecticut Company

Order No. 1 filed October 31, 1935;

Order No. 5 continuing the Debtor in possession, filed November 18, 1935;

Report of Debtor with regard to rejecting executory contracts, filed November 30, 1935;

4049 Order No. 6 directing Debtor to reject executory contracts, filed December 7, 1935;

Report of Debtor concerning rescission of Sublease, filed December 18, 1935;

Order No. 9 with regard to filing claims, filed December 27, 1935;

Order No. 11 continuing the Debtor in possession, filed January 14, 1936;

Order No. 17 respecting the filing of certain claims, filed March 27, 1936;

Proof of claim of Connecticut Railway and Lighting Co., filed March 30, 1936;

4050 Motion of Debtor to strike out proof of claim, filed April 21, 1936;

Answer of Connecticut Railway and Lighting Company thereto, filed April 20, 1936;

Memorandum of Decision on Debtor's motion to strike out claim, filed July 22, 1936;

Petition of Connecticut Railway and Lighting Co., filed September 23, 1936;

Answer of Debtor thereto, filed September 29, 1936;

Order No. 36, filed October 14, 1936;

Praecipe.

Petition of Connecticut Railway and Lighting Co., for surrender of its properties, filed October 15, 1936; 4051

Answer of Debtor thereto, filed October 20, 1936;

Order No. 38 directing Debtor to turn over property, filed October 29, 1936;

Answer of Debtor to proof of claim of Connecticut Railway and Lighting Co., filed February 11, 1937;

Report to Court as to operation of property of Connecticut Railway and Lighting Co., filed May 14, 1937;

Reply of Connecticut Railway and Lighting Co. to answer to proof of claim, filed May 19, 1937; 4052

Order No. 54 on report of avails from operation, filed May 21, 1937;

Memorandum of Decision, filed September 1, 1937;

Supplemental Stipulation on proofs of claim of Connecticut Railway and Lighting Co., filed September 27, 1937;

Order on re-hearing on said claim, filed September 27, 1937;

Order on proof of claim of Connecticut Railway and Lighting Co., filed September 27, 1937; 4053

The statement under Rule 13, exhibits and statement of evidence prepared by the Appellant and lodged in your office herewith;

Connecticut Railway and Lighting Company Exhibits 36, 37 and 39;

The appeal papers, including the petition for appeal, the order of allowance, the assignment of errors, the citation, this praecipe and the Clerk's certificate authenticating the record.

Praecipe.

4054 In Proceedings for the Reorganization of The New York, New Haven and Hartford Railroad Company

Order No. 1 approving petition for reorganization, filed October 23, 1935;

Petition of Trustees and Debtor to terminate Sublease, filed December 14, 1935;

Order No. 23 authorizing such termination, filed December 14, 1935;

Report of Trustees and Debtor as to disaffirmance, filed December 18, 1935;

Order No. 32 as to filing claims, filed Janu-
4055 ary 4, 1936;

Petition of Connecticut Railway and Lighting Co., for surrender of its properties, filed October 19, 1936;

Order No. 107 directing property to be turned over, filed October 29, 1936;

Proof of claim of Connecticut Railway and Lighting Co., (Claim No. 203);

Answer of Trustees to Claim No. 203;

Reply of Connecticut Railway and Lighting Co. to answer, filed May 19, 1937;

The appeal papers, including the peti-
4056 tion for appeal, the order of allowance, the assignment of errors, the citation and the Clerk's certificate authenticating the record.

Dated October 29, 1937.

Yours, etc.,

H. J. Wells
Attorney for Trustees of the property of the Principal Debtor

James Garfield
Attorney for The Connecticut Company, Debtor.

Praecipe.

Service of a copy of the within Praecipe is hereby accepted and acknowledged. The time allowed by Equity Rule 75 for filing objections or a Counter-Praecipe is hereby waived. 4057

Dated November 12, 1937.

CONNECTICUT RAILWAY AND LIGHTING COMPANY,
by
EMMET, MARVIN & MARTIN,
its Attorneys.

4058

4059

4060 In The

DISTRICT COURT OF THE UNITED STATES

For the District of Connecticut

In the Matter of The Connecticut Company, Debtor.	In Proceedings for the Reorganization of a Corporation No. 16567.
4061 In the Matter of The New York, New Haven and Hartford Railroad Company, Debtor.	*In re* Claim of Connecticut Railway and Lighting Company. In Proceedings for the Reorganization of a Railroad No. 16562.

Stipulation

4062 It is hereby stipulated and agreed by and between the parties, acting by their respective attorneys and subject to the approval of the Court, that Exhibits 36, 37 and 39 be produced at the hearing before the United States Circuit Court of Appeals for the Second Circuit as physical exhibits without being reprinted, and that three

copies of each of the said exhibits be furnished 4063
to the Court.

Dated: October 29, 1937.

CONNECTICUT RAILWAY AND LIGHTING COMPANY,
by
EMMET, MARVIN & MARTIN
its Attorneys.

THE CONNECTICUT COMPANY,
by
JAMES GARFIELD
its Attorney. 4064

HOWARD S. PALMER, JAMES LEE LOOMIS and HENRY B. SAWYER, Trustees of the property of THE NEW YORK, NEW HAVEN AND HARTFORD RAILROAD COMPANY,
by
H. J. WELLS
their Attorney.

4065

4066 In The

DISTRICT COURT OF THE UNITED STATES

For the District of Connecticut

In the Matter of The Connecticut Company, Debtor.	In Proceedings for the Reorganization of a Corporation No. 16587.
4067 In the Matter of The New York, New Haven and Hartford Railroad Company, Debtor.	*In re* Claim of Connecticut Railway and Lighting Company In Proceedings for the Reorganization of a Railroad No. 16563.

Order

4068 Upon consideration of the annexed Stipulation of the parties relating to the physical production of certain exhibits, it is hereby ordered that Exhibits 36, 37 and 39 be produced at the hearing before the United States Circuit Court of Appeals for the Second Circuit as physical exhibits, and that three copies of each be furnished to said Court.

C. C. Hincks
District Judge.

Dated: November 15, 1937.

Order Extending Time to File Transcript of Record to November 24th, 1937.

UNITED STATES DISTRICT COURT

DISTRICT OF CONNECTICUT.

IN PROCEEDINGS FOR THE REORGANIZATION OF A RAILROAD.

IN THE MATTER

OF

THE NEW YORK, NEW HAVEN AND HARTFORD RAILROAD COMPANY,
Debtor.

On reading and filing the stipulation hereto annexed executed by Messrs. Emmet, Marvin & Martin, as attorneys for Connecticut Railway and Lighting Company, and H. J. Wells, attorney for the Trustees of the property of The New York, New Haven and Hartford Railroad Company, it is hereby

ORDERED that the return day of the citation on the appeal of Connecticut Railway and Lighting Company be, and it hereby is, extended to and including the 24th day of November, 1937, and and that the time within which Connecticut Railway and Light Company may docket such appeal and file the transcript of the record in the Circuit Court of Appeals for the Second Circuit is hereby enlarged to the 24th day of November, 1937.

New Haven, Connecticut, November 8th, 1937.

C. C. HINCKS
U. S. D. J.

4072 IN THE

DISTRICT COURT OF THE UNITED STATES

FOR THE DISTRICT OF CONNECTICUT

IN PROCEEDINGS FOR THE REORGANIZATION OF A RAILROAD

IN THE MATTER OF THE NEW YORK, NEW HAVEN AND HARTFORD RAILROAD COMPANY, Debtor.	No. 16562. *In re* Claim of Connecticut Railway and Lighting Company

4073

Stipulation to Consolidate Appeals

It is hereby stipulated and agreed by and between the parties, acting by their respective attorneys, that the appeal to the United States Circuit Court of Appeals in and for the Second Circuit of Connecticut Railway and Lighting Company may be consolidated with the appeal to said Court of Howard S. Palmer, James Lee Loomis and Henry B. Sawyer, Trustees of the property of the above-named Debtor.

Dated: November 16, 1937.

CONNECTICUT RAILWAY AND LIGHTING COMPANY,

4074 by

EMMET, MARVIN & MARTIN
its Attorneys.

HOWARD S. PALMER, JAMES LEE LOOMIS and HENRY B. SAWYER, Trustees of the property of The New York, New Haven and Hartford Railroad Company,

by

H. J. WELLS
their Attorney.

Stipulation as to Record. 4075

UNITED STATES DISTRICT COURT

DISTRICT OF CONNECTICUT.

IN PROCEEDINGS FOR THE REORGANIZATION OF A RAILROAD.

IN THE MATTER
OF
THE NEW YORK, NEW HAVEN AND HARTFORD RAILROAD COMPANY,
Debtor. 4076

IT IS HEREBY STIPULATED AND AGREED that the foregoing is a true transcript of the record of said District Court in the above entitled matter as agreed upon by the parties.

Dated: New York, N. Y., November 23, 1937.

EMMET, MARVIN & MARTIN,
Attorneys for Connecticut Railway and Lighting Company, 4077
Appellant-Cross Appellee

H. J. WELLS,
Attorney for Howard S. Palmer, James Lee Loomis and Henry B. Sawyer, as Trustees of the Property of The New York, New Haven and Hartford Railroad Company, Debtor,
Appellees-Cross Appellants

4078 **Clerk's Certificate**

UNITED STATES DISTRICT COURT

DISTRICT OF CONNECTICUT.

IN PROCEEDINGS FOR THE REORGANIZATION OF A RAILROAD.

IN THE MATTER

OF

4079 THE NEW YORK, NEW HAVEN AND HARTFORD RAILROAD COMPANY,
Debtor.

UNITED STATES OF AMERICA
District of Connecticut } ss.:

I, CHARLES E. PICKETT, Clerk of the District Court of the United States of America, for the District of Connecticut, DO HEREBY CERTIFY that the foregoing is a correct transcript of the record of the said District Court in the above entitled matter as agreed on by the parties.

4080 IN TESTIMONY WHEREOF I have caused the seal of the said Court to be hereunto affixed at the City of New Haven, in the District of Connecticut, this 23rd day of November, in the year of Our Lord One Thousand Nine Hundred and Thirty-seven and of the Independence of the United States the One Hundred and Sixty-second.

CHARLES E. PICKETT,
Clerk.

(SEAL)

[fol. 1361] UNITED STATES CIRCUIT COURT OF APPEALS FOR THE SECOND CIRCUIT, OCTOBER TERM, 1937

No. 181

Argued Jan. 4, 1938. Decided March 7, 1938

In the Matter of THE NEW YORK, NEW HAVEN AND HARTFORD RAILROAD COMPANY, Debtor-Appellant-Appellee

In re Claim of CONNECTICUT RAILWAY AND LIGHTING COMPANY, Claimant-Appellant-Appellee

Appeal from the District Court of the United States for the District of Connecticut

Before Manton, Augustus N. Hand, and Chase, Circuit Judges

The order appealed from grants allowances to the claimant, Connecticut Railway & Lighting Company, as damages for breaches of a lease. Both the debtor and claimant appeal. Order modified.

Emmet, Marvin & Martin, of New York City (George W. Martin, of New York City of counsel), for appellant Connecticut Ry. & Lighting Company.

Hermon J. Wells, of New Haven, Conn. (James Garfield and Laurens H. Rhinelander, both of Boston, Mass., of counsel), for Howard S. Palmer, James Lee Loomis, and Henry B. Sawyer, as trustees of the Property of the N. Y., N. H. & H. R. R. Co., debtor.

Fleming James, Jr., of New Haven, Conn., amicus curiæ.

Robert G. Dodge and Talcott M. Banks, Jr., both of Boston, Mass., amici curiæ.

MANTON, Circuit Judge:

Cross-appeals are taken under section 25a of the Bankruptcy Act, as amended, 11 U. S. C. A. § 48 (a), from an order allowing an unsecured claim of $1,769,281.15 against the estate of the debtor herein and disallowing other claims filed by the claimant in these proceedings for reorganization under section 77 of the Bankruptcy Act, as amended, 11 U. S. C. A. § 205 and note. Counterclaims interposed by the debtor's trustees were disallowed.

On December 19, 1906, the claimant leased its trolley lines to the debtor for 999 years, and on February 28, 1910, the debtor sublet these properties to the Connecticut Company. October 23, 1935, the New Haven filed a petition for reorganization under section 77 of the Bankruptcy Act, as amended, and trustees were appointed. October 31, 1935, the Connecticut Company petitioned for reorganization under section 77B, as amended, 11 U. S. C. A. § 207 and note, and on December 7, 1935, the court ordered the Connecticut Company to reject, disaffirm, and rescind the sublease and various other executory contracts relating to claimant's trolley properties. December 14, 1935, the court authorized the debtor and its trustees to enter into a written agreement with the Connecticut Company terminating the sublease of its trolley properties. This was done, and reports by the debtor and sublessee were filed with the court and approved. On November 16, 1936, the claimant repossessed the trolley properties pursuant to orders of the [fol. 1362] court entered in each proceeding on petitions of the claimant.

This claim, similar in most respects to that in the proceedings of the Connecticut Company, was filed here. Similar answers and counterclaims were filed by the New Haven and the Connecticut Company in their respective proceedings.

Subsection (b) of section 77 of the Bankruptcy Act, as amended, 11 U. S. C. A. § 205 (b), provides as to claims: "The term 'creditors' shall include, for all purposes of this section all holders of claims of whatever character against the debtor or its property, whether or not such claims would otherwise constitute provable claims under this Act, including the holder of a claim under a contract executory in whole or in part including an unexpired lease. * * * In case an executory contract or unexpired lease of property shall be rejected, or shall not have been adopted by a trustee appointed under this section, or shall have been rejected by a receiver in equity in a proceeding pending prior to the institution of a proceeding under this section, or shall be rejected by any plan, any person injured by such nonadoption or rejection shall for all purposes of this section be deemed to be a creditor of the debtor to the extent of the actual damage or injury determined in accordance with principles obtaining in equity proceedings."

The lessor's claim for damages under a rejected lease is provided for under this subsection, and, under subsection (f), of section 77, as amended, 11 U. S. C. A. § 205 (f), liability will be discharged after a limited allowance is imposed. City Bank Co. v. Irving Trust Co., 299 U. S. 433, 57 S. Ct. 292, 81 L. Ed. 324. In the case cited, the court held that a landlord's claim for damages under section 77B arising from the rejection of a lease was provable without any covenant of indemnity which would have been necessary under the applicable state law to give the landlord a right of action under the circumstances. What was said there is applicable to section 77 proceedings on the question of provability of damages. Creditors under section 77 include persons holding claims for future rent. Cf. 11 U. S. C. A. § 205. The amendment of 1935 provides that any person injured by the rejection of an executory contract or lease shall be a creditor "to the extent of the actual damage or injury determined in accordance with principles obtaining equity proceedings." This imposes a limit on the amount of damages which are allowable on the claims described. Section 77B specifies as a formula for limiting such claims the rent for 3 future years and such rent is constitutionally allowable. Kuehner v. Irving Trust Co., 299 U. S. 445, 57 S. Ct. 298, 81 L. Ed. 340. The extent of the actual damage or injury "determined in accordance with the principles obtaining in equity proceedings" marks the limitation of damages. The court below concluded that "actual damage" meant "accrued damage or injury" to the exclusion of all future damages not yet accrued, and he allowed damages proved up to the date of the hearing with the privilege of proving subsequent damage at later hearings. We think in doing so he applied equitable principles. As he observed, equity "will adopt its processes in so far as possible as the needs of justice shall require."

The head lease gave the claimant an option to terminate for the lessee's default. This option was exercised, but the trustees argue that they should be compensated for the additions and improvements to the property. However, we believe the court correctly applied the statute to mean that recovery under claims arising out of executory contracts and unexpired leases should be limited in a way to do substantial equity in each case. The court properly declined to allow under this claim for the breach of any future damages. But, where loss of rent is abundantly proved up to

the time of repossession of the property, it is of sufficient certainty to be allowed. Therefore, the "actual damage or injury" means that of the past. A long lease such as for 999 years adds to the reasonableness of this application of the statute. Congress intended by the phrase of the statute to end controversies as to future damages involved in long leases, and it did so by making such claims under a lease provable and so dischargeable, thus disposing of them. This construction is clear when consideration is given to the intent of Congress providing for a limitation of 3 years under another section, section 77B. By this section, Congress intended to liquidate future claims of an executory contract of lease in the railroad field. The court below applied a proper measure for the award of damages. [fol. 1363] The debtor agreed to "pay all the taxes which may be lawfully imposed * * * with reference to the demised property or said reserved rental." These words make it clear that the landlord should have the rental tax free. The court should have allowed as damages for loss of rentals in the rejection of the lease the stipulated rent of $281,900.88 unpaid at the time the petition was filed, plus the taxes. Thus income taxes of $106,381.95 should have been allowed, and the total is $388,282.13 instead of $332,330.88, as the decree provides. The claimant's federal income tax must be added in calculating the amount realized on the claim for the period between rejection of the lease and the date of hearing before the court below. Since there is a clause as to rentals, the damages are to be arrived at as therein provided. Filene's Sons Co. v. Weed, 245 U. S. 597, 38 S. Ct. 211, 62 L. Ed. 497; Gardiner v. Butler & Co., 245 U. S. 603, 38 S. Ct. 214, 62 L. Ed. 505.

The lease provides that the claimant might have the option to terminate it on the tenant's default and thereupon to re-enter and repossess the property without prejudice to its right of action for arrears of rent or breach of covenant. The lease did not contain a specific provision making such a forfeiture the equivalent of damages for the breach. However, it is contended, on the authority of Meadows v. Irving Trust Co., 299 U. S. 464, 57 S. Ct. 307, 81 L. Ed. 353, that, both because of the provisions of the lease and in order to apply the principles obtaining in equity proceedings, these forfeitures must be held to constitute pro tanto a substitute for damages. With this we do not agree. The court correctly interpreted the statute to mean that recov-

ery under claims arising out of the lease is limited in such a way as to do substantial equity and the amount of damages arrived at is correct. The accrued rent was likewise properly found except as to the modification for taxes above referred to.

There will be deducted, however, from such allowance for rental damage that sum allowed by way of subrogation in the Connecticut Company proceeding.

The court allowed $173,537.35 as damages for a claim representing the amount of encumbrances upon certain busses which was paid off by the Connecticut Company out of earnings of the administration period. This was pursuant to an order entered May 18, 1936, in the Connecticut Company proceedings. It was an item properly credited against the administration expenses allowed against that company's estate. The claimant has not appealed from that credit. The court below held that the tenant under the lease was obliged to turn over unencumbered busses, and he allowed this deficiency claim against both debtors. He held that for the tenant to fail to pay off these encumbrances would be a violation of the lessee's covenant "at its own risk and expense to furnish" such substitutions for property demised as were necessary for proper operation. We agree that this item was properly allowed as a deficiency.

Other deficiencies claimed were properly disallowed. Under the 1906 lease, the lessee covenanted "at its own expense to maintain said demised premises and property during said term in as good order, repair and condition as the same are now, and in their present state of efficiency." This the court properly held "fixes as a standard the degree of equality of maintenance as it existed in 1906." There was no evidence as to this standard upon which to support a breach of these covenants of maintenance or restoration. The claimant produced no evidence upon which to support a finding of the 1906 condition of the property.

A counterclaim was interposed asking for the contents of the sinking fund, on October 23, 1935, namely, of $4,493,000 par value of bonds of the claimant and $167,674.61 in cash. The sinking fund was established for the retirement of claimant's bonds when they become due in 1951. This counterclaim was disallowed. The lease does not expressly provide that the contents of the sinking fund should be turned over to the lessee prior to 1951. It states that "the entire contents of the sinking fund" shall con-

stitute a claim of the lessee against the lessor to be liquidated in 1951. There is no express provision for the forfeiture of this claim on the earlier termination of the lease. It must have ripened into an immediate claim upon such termination by the claimant to be enforceable, otherwise it would continue as a claim until 1951 for the entire contents of the fund on October 23, 1935, or an amount equal to the value thereof on that date with interest thereon until 1951. In reorganization proceedings it would be undesirable to postpone for 14 years a settlement which could equally well be made now without inconvenience to anyone. It was properly disallowed.

The lessee extended the mileage of the lessor's railways. [fol. 1364] These extensions were in existence at the commencement of this proceeding. The approximate cost was $532,766.15. The debtor consented to each extension, it having accepted franchises to cover them. The court disallowed this as a counterclaim, holding that there was no breach of the covenant for arbitration contained in the lease proved. Even if claimant had refused to honor the arbitration clause, the debtor was not in a position to press the claim without proof of value. The claimant took the extension and repudiated the appraisal provisions of the lease for determining their value. There was no evidence before the court, and he properly disallowed this counterclaim.

The order below will be modified as indicated, and as modified affirmed.

Augustus N. Hand, Circuit Judge, concurring in result.

[fol. 1365] UNITED STATES CIRCUIT COURT OF APPEALS, SECOND CIRCUIT

At a stated term of the United States Circuit Court of Appeals, in and for the Second Circuit, held at the United States Court House, in the City of New York, on the 14th day of March, one thousand nine hundred and thirty-eight.

Present: Hon. Martin T. Manton, Hon. Augustus N. Hand, Hon. Harrie B. Chase, Circuit Judges.

In the Matter of The New York, New Haven & Hartford Railroad Company, Debtor-Appellant; Connecticut Railway and Lighting Company, Claimant-Appellant

Appeal from the District Court of the United States for the District of Connecticut

This cause came on to be heard on the transcript of record from the District Court of the United States for the District of Connecticut, and was argued by counsel.

On Consideration Whereof, it is now hereby ordered, adjudged, and decreed that the order of said District Court be and it hereby is modified in accordance with the opinion of this Court and as modified affirmed, with costs to the claimant.

It is further ordered that a Mandate issue to the said District Court in accordance with this decree.

Wm. Parkin, Clerk.

[fols. 1366-1370] [Endorsed:] United States Circuit Court of Appeals, Second Circuit. In re the New York, New Haven & Hartford Railroad Co. Order for mandate. United States Circuit Court of Appeals, Second Circuit. Filed Mar. 14, 1938. William Parkin, Clerk.

[fol. 1371] United States Circuit Court of Appeals for the Second Circuit

In the Matter of The New York, New Haven and Hartford Railroad Company, Debtor-Appellant-Appellee

In re Claim of Connecticut Railway and Lighting Company, Claimant-Appellant-Appellee

Before Manton, A. N. Hand and Chase, Circuit Judges

Emmet, Marvin & Martin, Attorneys for Petitioner.

Per Curiam:

Petition for rehearing denied.

——— ———, ——— ———, Circuit Judges.

Filed March 26, 1938.

[fol. 1372] UNITED STATES CIRCUIT COURT OF APPEALS,
SECOND CIRCUIT

At a stated term of the United States Circuit Court of Appeals, in and for the Second Circuit, held at the United States Court House, in the City of New York, on the 26th day of March, one thousand nine hundred and thirty-eight.

Present: Hon. Martin T. Manton, Hon. Augustus N. Hand, Hon. Harrie B. Chase, Circuit Judges.

In the Matter of THE NEW YORK, NEW HAVEN & HARTFORD RAILROAD COMPANY, Debtor-Appellant; CONNECTICUT RAILWAY AND LIGHTING COMPANY, Claimant-Appellant

A petition for a rehearing having been filed herein by counsel for the claimant-appellant;

Upon consideration thereof, it is

Ordered that said petition be and hereby is denied.

Wm. Parkin, Clerk.

[fol. 1373] [Endorsed:] United States Circuit Court of Appeals, Second Circuit. In re The New York, New Haven & Hartford Railroad Co. Order. United States Circuit Court of Appeals, Second Circuit. Filed Mar. 26, 1938. William Parkin, Clerk.

[fol. 1374] UNITED STATES OF AMERICA,
Southern District of New York:

I, William Parkin, Clerk of the United States Circuit Court of Appeals for the Second Circuit, do hereby certify that the foregoing pages, numbered from 1 to 1373, inclusive in two volumes, contain a true and complete transcript of the record and proceedings had in said Court, in the case of In the Matter of The New York, New Haven and Hartford Railroad Company, Debtor-Appellant; Connecticut Railway and Lighting Company, Claimant-Appellant, as the same remain of record and on file in my office.

In Testimony Whereof, I have caused the seal of the said Court to be hereunto affixed, at the City of New York, in the Southern District of New York, in the Second Circuit, this thirtieth day of March, in the year of our Lord one thousand nine hundred and thirty-eight, and of the Independence of the said United States the one hundred and sixty-second.

Wm. Parkin, Clerk. (Seal United States Circuit Court of Appeals, Second Circuit.)

[fol. 1375] SUPREME COURT OF THE UNITED STATES

ORDER ALLOWING CERTIORARI—Filed October 10, 1938

The petition herein for a writ of certiorari to the United States Circuit Court of Appeals for the Second Circuit is granted. And it is further ordered that the duly certified copy of the transcript of the proceedings below which accompanied the petition shall be treated as though filed in response to such writ.

Mr. Justice Brandeis took no part in the consideration and decision of this application.